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SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, April 6, 1972.

The City Planning Commission met pursuant to notice on Thursday, April 6, 1972, at 1:15 p.m. in the Meeting Room at 100 Larkin Street.

PRESENT: Walter S. Newman, President; Mrs. Charles B. Porter, Vice-President; James J. Finn, Thomas J. Mellon, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Mortimer Fleishhacker and John Ritchie, members of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Dean L. Macris, Assistant Director - Plans and Programs; Robert Passmore, Planner V (Zoning); Samuel Jung, Planner IV; Wayne Rieke, Planner IV (Zoning); Daniel Sullivan, Planner III (Zoning); Emily Hill, Planner II; Alec Bash, Planner II; and Lynn E. Pio, Secretary.

1:15 P.M. - 100 LARKIN STREET

APPROVAL OF MINUTES

It was moved by Commissioner Finn, seconded by Commissioner Mellon, and carried unanimously that the minutes of the meetings of November 11, 1971, and March 2, 1972, be approved as submitted.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, recommended the adoption of a draft resolution which he had prepared to authorize Commissioner Porter and Robert Passmore, Planner V (Zoning) to attend the annual conference of the American Society of Planning Officials in Detroit, Michigan, from April 15 to 20, inclusive. After discussion, it was moved by Commissioner Mellon, seconded by Commissioner Finn, and carried unanimously that the draft resolution be adopted as City Planning Resolution No. 6826.

The Director reported that the Board of Supervisors, meeting on Monday, had unanimously voted to approve designation of the House of the Flag as a Landmark on second reading.

The Director reminded the Commission of the third Height and Bulk hearing scheduled for next Wednesday night, April 12, at 7:00 p.m. in Nourse Auditorium.

The Director advised the Commission that he hoped to cancel next Thursday's Regular Meeting because of the Special Meeting being held on the previous evening.

PRESENTATION BY CITY ENGINEER OF PROPOSED MASTER PLAN FOR WASTE WATER MANAGEMENT

Robert Levy, City Engineer, summarized the Master Plan for Waste Water Management which his staff is preparing in response to requirements established by the Regional Water Quality Control Board.

Following the presentation, he responded to questions raised by members of the Commission.

Allan B. Jacobs, Director of Planning, indicated that the Commission would be requested to review specific elements of the waste water management plan as Master Plan referrals in the future when the proposals of the Department of Public Works are made more specific; and he indicated that he had asked Mr. Levy to review the basics of the plan so that the Commission could be fully informed before considering and taking action on individual elements of the Plan.

At 1:55 p.m. President Newman announced that the meeting was recessed. Members of the Commission then proceeded to Room 282, City Hall and reconvened at 2:00 p.m. for hearing of the remainder of the agenda.

2:00 P.M. - ROOM 282, CITY HALL

ZONING HEARING

CU71.43 1130-1150 SACRAMENTO, 132-138 SPROULE LANE, AND
1035-1045 MASON STREET, NORTHWEST CORNER OF
SACRAMENTO STREET AND SPROULE LANE EXTENDING
THROUGH THE BLOCK FROM SPROULE LANE TO MASON
STREET BETWEEN MALVINA PLACE AND EWER PLACE.
REQUEST FOR A 25-STORY HOME FOR THE ELDERLY
CONTAINING 244 RETIREMENT RESIDENCE UNITS, A
PENTHOUSE SUITE, MEETING ROOMS, DINING ROOM,
AUDITORIUM, AN INFIRMARY WITH 30 BEDS, A LOBBY
AND A PARKING GARAGE WITH A TOTAL OF 99
INDEPENDENTLY ACCESSIBLE OFF-STREET PARKING
SPACES; IN R-4 and R-5 DISTRICTS.
(POSTPONED FROM MEETINGS OF OCTOBER 7 and
DECEMBER 2, 1972, AND FEBRUARY 3, 1972).

Robert Passmore, Planner V (Zoning), stated that revised submitted by the applicants calling for a retirement residence con element between Ewer Place and Malvina Place. The tower would be feet along Sproule Lane, 68 feet wide along Sacramento Street and have a diagonal plan dimension of 131 feet. The tower, which would be set back 20 feet from Sacramento Street, would be approximately 328 feet high, including the rooftop mechanical penthouse. The building would contain the maximum permitted floor area under the applicable floor area ratio provisions. The revised plans would conform to the Urban Design Guidelines for height and bulk which are presently in effect.

The ground floor of the proposed facility would contain the entrance lobby from Sacramento Street, lounges and meeting rooms. Between Ewer Place and Malvina Place would be a 30-bed infirmary over which would be one and two bedroom dwelling units facing onto small private garden areas. The tower floors would contain various combinations of studio and one or more bedroom units.

The top floor of the tower would contain the central dining room and kitchen. Many, if not all, of the individual units would contain modular kitchen units with sink, refrigerator, and two-burner range. The applicant had indicated that the modular kitchen units would be for incidental services only and that central kitchen and dining facilities would be included in the contracts with individual residents and would be furnished whether the residents wished to use them or not. Off-street parking for 99 individually accessible automobiles would be provided under the building. Additional automobiles could be accommodated with use of attendants. Access to the parking would be along Sproule Lane, Ewer Place and Malvina Place. Off-street loading would be accommodated on Ewer Place, and an off-street passenger loading and unloading area would be provided off Sacramento Street.

Mr. Passmore stated that homes for the aged are first permitted as a conditional use in R-2 Districts. The subject retirement residence was considered a home for the aged because of the provision for convalescent care and because the residents would not do their own cooking in individual kitchens. If those conditions did not exist, the residence would be considered as an apartment building with a maximum permissible density of 120 studios and 70 regular units, for a total of 190 dwelling units. As a home for the aged, the minimum parking requirements under the Planning Code are the same as for a boarding house, one for each three bedrooms, resulting in a total requirement of 102 off-street parking spaces for the proposed building. In contrast, an apartment house limited to the elderly by design and legal arrangements would be required to provide one off-street parking space for each two dwelling units. In either case, two off-street loading spaces are required for a building having the floor area proposed.

Robert Patmont, attorney for the applicants, explained that three postponements of the hearing on the subject application had been requested to enable his clients to reconsider the design of the proposed building in terms of the Urban Design height and bulk guidelines and to discuss the proposed development with residents of the subject neighborhood. He indicated that they had consulted in good faith with residents of the neighborhood; however, no alternative development had been found which would be feasible. Therefore, they wished to proceed with the application for a retirement residence based on revised plans which had been prepared and submitted to the staff of the Department of City Planning. Mr. Patmont also stated that his clients had received no offer for purchase of their lease-hold interest in the site during the interim period.

Mr. Patmont felt that the applicant's architect, Mr. Moulton, had conceived a design for the building which would be appropriate for Nob Hill, in addition to meeting the Urban Design height and bulk guidelines; and, insofar as

Mr. Moulton is a resident of Nob Hill, the neighborhood had had a unique opportunity to control the design of the building and to impose its own standards on the project. In his opinion, the building now being proposed was the best development of the site which had been proposed thus far.

Mr. Patmont stated that the proposed development would be operated as a luxury residence akin to a club or hotel using the American Plan. He regarded the term "retirement home" to be a misnomer since retirement would not be a requirement for residency in the building; and the project could certainly not be characterized as a "concrete prison for the elderly." The minimum entry age for residents would be 62; and the average age of occupants would be 76, which is approximately the same as the average age of present residents on Nob Hill. The average entry fee would be approximately \$35,000; and, in addition, a service charge averaging \$500 per month would be collected. The building had been designed with setbacks to protect views from adjacent buildings; and he remarked that the architectural features of the building would reflect the luxury of Nob Hill in all respects. The density of the proposed project would be approximately the same as the density of an apartment building which would be allowed on the site as a principle permitted use. He noted that a traffic study had been made for the hotel which had previously been approved for the site; and he indicated that the recommendations which had resulted from that study had been observed to minimize the effect which the proposed development would have on traffic on Sproule Lane. The applicants proposed to provide at least 120 off-street parking spaces, or 1 parking space for every two dwelling units; and he remarked that the amount of parking spaces to be provided would exceed by 50% the amount required by the City Planning Code for the project being proposed. Mr. Patmont expected that there would be opposition to the proposed project; however, residents of the neighborhood who had reviewed the revised plans had generally indicated that they would be in favor of the project. The Board of Directors of the Nob Hill Association had taken no formal action in favor of or in opposition to the proposed development. Because the architectural features of the proposed building were so favorable, many adjoining property owners tended to favor the proposed development in spite of the fact that some of their views would be blocked.

James Thrush, President of Retirement Residents, Inc., stated that the proposed structure would actually be an apartment building which would be operated like a luxury hotel or club, the only difference being that it would have its own health facilities. He expected that the density of the building would be approximately 1.15 persons per apartment. The building would contain studio units with alcoves and one- and two-bedroom apartments; and the size of the units would be generous, comparing in size with those at the Huntington Hotel. The building would provide services similar to those now being offered on Nob Hill; however, in addition, it would have its own health care facilities including a 30 bed long-term care facility. Maid service, dining room service and valet parking would be provided. If residents should move out of the building, they would receive a proportional refund of the initial fee which they had paid; however, refunds would not be made on the death of occupants who had resided in the building for more than one year. Prospective residents of the building would have to be approved as being in good health because State law provides that non-ambulatory

individuals cannot be admitted. He stated that it is not true that people in their 70's and 80's are old and decrepit; and he indicated that out of one hundred seventy-six people residing in another project operated by his firm, only 2 had had to be confined to wheelchairs during a seven-year period. He stated that feasibility studies of the proposed project had been undertaken; and he emphasized that neither private financing nor approval of the State Department of Social Welfare could be obtained unless it were clearly shown that the project would be economically feasible. He also informed the Commission that his firm had completed four similar facilities during the past two years and had been involved in consulting work throughout the world. Yet, each project is a separate entity in and of itself; and, as a result, a special effort had been made to design the proposed facility so that it would be suitable for Nob Hill and acceptable to residents of the area. With regard to the question of why Nob Hill had been chosen as the location for the proposed facility, he remarked that many older people presently living on Nob Hill want to continue living in the area; and he felt that older people should be given an opportunity to live wherever they wish.

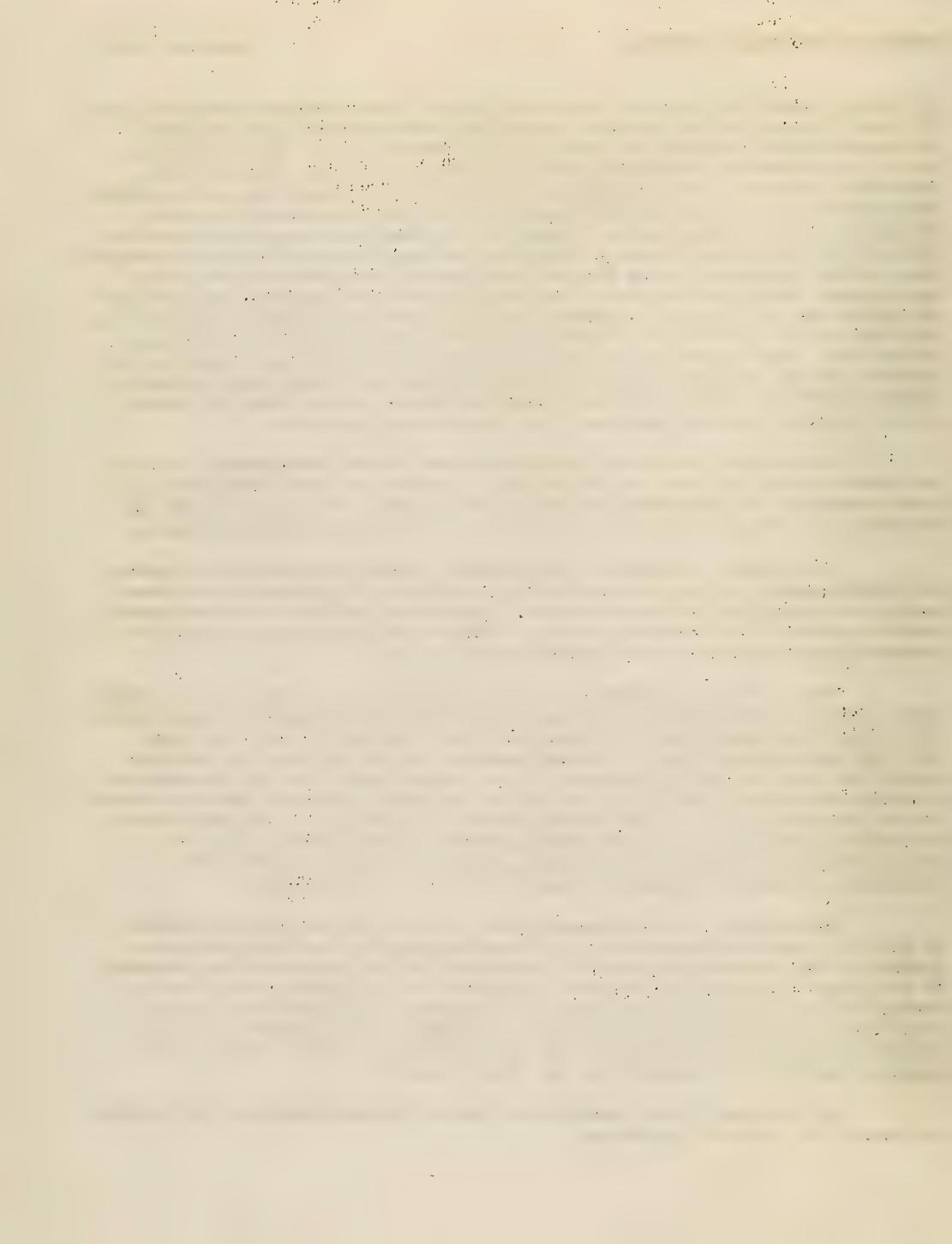
Ted Moulton, architect for the applicant, showed photographic slides of the exteriors and interiors of similar projects which have been constructed in other communities by Retirement Residences Incorporated. He also displayed and described site plans, elevations and floor plans for the proposed development.

John Oliver, a member of the audience, remarked that views are created by vantage points; and he believed that construction of new high-rise buildings would create new views for San Francisco. Furthermore, he felt that older people should be able to live where they wish. In his opinion, San Francisco would be enhanced rather than diminished by the proposed project.

Zora C. Gross, a member of the Board of Directors of the Nob Hill Association, felt that the project now being proposed would be infinitely more attractive than other developments which had previously been proposed for the site; and, while the project might not be the best possible one for the site, she was convinced that the only real alternative to the project under consideration would be a cheaply constructed building. Some of the residents of the area who were opposed to the proposed facility seemed to imagine that a lot of little old people would be tottering around Nob Hill with their groceries if the building were to be constructed; and she believed that nothing could be further from the truth. Personally, she would be pleased to have the project as a neighbor.

Malcom Wood, 1170 Sacramento Street, agreed with the previous speaker. He also felt that the architects for the applicants had arrived at a fair compromise as far as preserving views is concerned. He indicated that the placement of the proposed building on the site would preserve the easterly views from two windows of each apartment in the Nob Hill Apartments; and, since the easterly views could have been blocked off entirely, he felt that the project should be approved as proposed even though he was not necessarily in favor of having the property used for a retirement home for elderly people.

The Secretary called attention to several letters which had been received in favor of the subject application.



Stanley Herzstein, resident of the southeast corner penthouse of the Nob Hill Apartments, claimed that the shadows shown on renderings of the proposed building fell in the wrong direction; and he indicated that he also questioned other facts which had been presented by the applicants. He remarked that San Francisco is committed to spend \$300,000,000 to construct a tourist and convention complex in the Yerba Buena Center; and, under the circumstances, he felt that the City Planning Commission should not allow the City's top tourist attraction, Nob Hill, to be destroyed by the development being proposed. He remarked that Nob Hill is extremely noisy with automobile horns being blown every time a wedding takes place, revelers from conventions at the Fairmont Hotel roaming the area into the early hours of the morning, and with protesters on hand whenever political meetings are held; and he wondered how such activities would be affected by a sign reading "Quiet, Hospital" on the proposed building. He indicated that the brochures which had been distributed by the applicants to advertise their facilities describe an environment which is not anything like the environment of Nob Hill; and he informed the Commission that it had been determined that it is not psychologically desirable to place more than 100 elderly persons under the same roof. He felt that the project had been proposed by the applicants in an attempt to bail themselves out of one of the worst lease contracts he had ever seen and which even has a clause referring to the price of gold; and he doubted that people would be willing to pay \$80,000 for apartments with hot plates, especially in view of the fact that the building would not provide any facilities for buying groceries. He stated that public transportation to the top of Nob Hill is totally impossible, particularly in the summertime; and he did not feel that the single limousine to be provided by the applicants could possibly serve the transportation needs of residents of the building. In conclusion, he stated that it was his opinion that the applicants had proposed the wrong building in the wrong location; and he urged that the application be disapproved by the Commission.

Vincent Mullins represented Mrs. Lawrence Stark, owner of the Park Lane Apartments building at the corner of Sacramento and Mason Streets. He stated that his client was not opposed to old people; however, she was just as much opposed to the institutional building which was being proposed as she would be if a YMCA or Boys Club building were being proposed for the site. The proposed structure would be massive and would overflow existing lot lines; and, because it would enclose the Park Lane Apartments building on two sides, it would have a serious detrimental effect on the interests of his client. He, also, regarded the term "retirement residence" to be a misnomer for the proposed facility and felt that the building should be referred to as an apartment house for elderly people with a rather unique new method of financing. He stated that he would have no objection to any building being proposed for the site which would abide by the same rules which must be observed by everyone else. However, by referring to their project as a "retirement residence", the applicants were seeking to construct 244 living units rather than the maximum of 190 dwelling units which would be permitted if an apartment house were being proposed. Furthermore, by characterizing the building as a "boarding house", the applicants were seeking to minimize the amount of off-street parking which would be required on the site instead of providing one off-street parking space for every two dwelling units as would be required for an apartment building for elderly people. He remarked that page 2

of the case report which had been prepared by the staff of the Department of City Planning had indicated that the proposed facility could be considered a home for the aged because of the provision of convalescent care and because the residents would not do their own cooking in individual kitchens. Yet, each of the dwelling units would have modular kitchen units with sink, refrigerator and two-burner range; and, as a result, he felt that the facility should be characterized as an apartment building and that it should be limited to a maximum of 190 dwelling units. He stated that his client would be willing to take her chances with any other development of the site which might be approved by present or future members of the City Planning Commission; however, she did not feel that the special privileges and considerations being requested by the present applicants should be granted.

Richard Bancroft, representing Mr. Rosenberg, Mr. Epstein and Mr. Herzstein, residents of the Nob Hill Apartments, remarked that San Francisco has no more precious land heritage than Nob Hill; and he felt that planning for that area should be given exquisite and delicate treatment at the hands of the staff of the Department of City Planning. He remarked that both Sproule Lane and Sacramento Street are extremely narrow; and he believed that approval of the proposed facility would result in traffic problems. He also agreed with Mr. Mullins that the applicants had engaged in a subterfuge in characterizing the facility as being something which it would not be in fact. He hoped that the Commission would disapprove the subject application. However, if the Commission were not so disposed, he hoped that action would be postponed so that residents of the area would have a reasonable amount of time to study the applicants' proposal which had been made available only one week ago and so that they would have time to formulate alternate proposals. He remarked that proponents of the application had shed "crocodile tears for the elderly"; yet, accommodations for the elderly in convalescent homes throughout the City are going begging. While he had no objection to the right of elderly people to live on Nob Hill, he felt that it was obvious that the area would not be able to provide the comfort, the conveniences, and the services essential to that valued portion of the population.

Kirk Underhill, a member of the Board of Governors of the Nob Hill Apartments, stated that each of the families living in his apartment building had made a substantial investment believing that they were purchasing prime property which would continue to enjoy fine views. He regarded properties located on Nob Hill as being unique; and he felt that they should deserve protection against improper uses. Regardless of the excellent design of the proposed building, the very thought of such a use on that property seemed to him to be inconsistent with good planning. He remarked that the building would house up to 375 people and that it would have a staff of approximately 100 people, in addition. He believed that the parking being proposed would be inadequate to serve the needs of residents of the building, their visitors and the staff. He felt that it was inconceivable that a hospital would ever be granted a permit to construct a facility on Nob Hill; and, similarly, he did not feel that Nob Hill is an appropriate location for a retirement residence, particularly since public transportation to the area is inadequate and since little flat land is available.

Robert E. Burns, attorney for the Pacific Union Club, indicated that he was in agreement with the points which had been raised by other individuals who had spoken in opposition to the subject application. He regarded the proposed facility as an apartment house with inadequate parking; and he felt that it would not be at all appropriate for the subject site. He urged that the subject application be disapproved.

Mr. Boyden, representing Mr. and Mrs. Bovet, owners of property located at 152-54 Sproule Lane, agreed with previous speakers concerning the effect which the proposed facility would have on traffic and parking congestion in the area. In addition, he remarked that the building would cut off light and views; and, in fact, the building would take away all of the view presently enjoyed from the building owned by his clients. He felt that it was unfortunate that other high-rise buildings had been constructed in the area in the past; and he felt that it would be more unfortunate if the proposed building, which would shoot above the skyline of San Francisco, were to be approved. He hoped that the City Planning Commission would take a long-range view of the situation and demand that a study be made of the area to set standards for future development which would preserve the beauty of Nob Hill; however, with the realization that such action would probably not be taken by the Commission, he wished to request that additional time be granted to enable residents of the area to give further study to the plans under consideration. While the design of the proposed building might be the best of the alternatives which had been offered for the subject site, he felt that even those plans could be made more acceptable if sufficient time were allowed for additional study.

The Secretary called attention to several letters which had been received in opposition to the subject application.

Allan B. Jacobs, Director of Planning, remarked that the architects for the applicants had done an excellent and tasteful job of designing the proposed facility which would be in conformity with the guidelines contained in the Urban Design Plan. However, he emphasized that the matter on which the Commission would have to take action was a conditional use application; and, in approving such applications, the Commission is required to determine that the use being proposed would be necessary and desirable and compatible with the neighborhood in which it would be located. Since the proposed development did not meet those requirements, and for other reasons, he was recommending that the application be disapproved. Although the proposed retirement center would have many characteristics similar to an apartment house which would be permitted as a principle use on the subject site, the public benefits which would be derived from the proposed facility would not be sufficient to off-set the public opposition to the proposal expressed in letters to the Planning Commission and by residents and property owners present in the audience who would bear the brunt of the activity and physical impact of the proposed development which would exceed by 54 living units the number of apartments permitted as a principle use on the site. Additionally, serious questions had been raised about the appropriateness of the subject site being used for a residence solely for elderly persons because of the steep topography of Nob Hill and the remoteness of convenient shopping facilities and personal services which would otherwise provide desirable amenities for the potential occupants of the proposed development.

Mr. Patmont felt that Mr. Bancroft had been correct in stating that it is difficult to define the actual type of use being proposed since the facility would have aspects of a hotel, a club and an apartment house. The concept of such a facility is relatively new; and, as a result, the City Planning Code contains no specific references to it. He stated that occupants of the building would pay for three meals a day whether the meals were eaten or not; and he stressed that the modular kitchen units which would be provided would be used for preparation of snacks and cocktails and would not contain ovens. He remarked that a 346-room hotel had already been approved for the site; and he noted that some residents of the neighborhood had objected to that development because of the tourist traffic which it would have drawn to the area. Eventually, some type of development will take place on the subject site; and he felt that his clients and their architect had done the best they could to put together a project which would be in keeping with the existing character of Nob Hill. The 1970 Census had indicated that dwelling units on Nob Hill have an average occupancy of 1.8 persons; and he noted that the density of the proposed building would be approximately 1.5 persons per dwelling unit. He felt that it was clear that the proposed facility would generate less traffic than the hotel which had previously been proposed for the site; and the density of the proposed facility would certainly not be greater and would probably be less than the density of the hotel would have been. He urged that the application be approved.

Commissioner Rueda moved that the application be disapproved, indicating that he concurred with all of the reasons cited by the Director for turning down the proposed development. He stated that he had visited facilities operated by the applicants in Oakland and in Marin County; and, while he felt that the buildings were extremely beautiful, he believed that such a use would be most inappropriate on the subject site.

The motion was seconded by Commissioner Porter. She stated that she serves on the Board of Directors of a retirement home; and, as a result, she was deeply aware of the need for adequate open space to serve the needs of residents of such projects. While she felt that the architect for the applicants had done a beautiful job in preparing plans for the facility, it was her opinion that the use itself would be completely inappropriate for Nob Hill.

Commissioner Mellon stated that he had voted in favor of the hotel which had previously been approved for the site. The use now being proposed, however, was completely different; and he felt that the reasons stated by the Director for disapproving the application were valid.

Commissioner Finn stated that he, also, agreed with the Director's recommendation.

When the question was called, the Commission voted unanimously to adopt Resolution No. 6827 and to disapprove the subject application.

At 3:40 p.m. President Newman announced a five minute recess. The Commission reconvened at 3:45 p.m. and proceeded with hearing of the remainder of the agenda.

CU71.48 BORDEN DAIRY, 1325 POTRERO AVENUE, 1401-1477
POTRERO AVENUE, 1458-1465 SAN BRUNO AVENUE;
POTRERO AVENUE, EAST LINE, 98 FEET SOUTH OF
25TH STREET, A THROUGH PARCEL TO SAN BRUNO
AVENUE.
REQUEST FOR A PLANNED UNIT DEVELOPMENT
CONSISTING OF 310 DWELLING UNITS FOR LOW- TO
MODERATE-INCOME FAMILIES AND ELDERLY PERSONS,
IN LOW-RISE BUILDINGS AND INCLUDING A COM-
MUNITY BUILDING; IN AN R-3 DISTRICT.
(UNDER ADVISEMENT FROM MEETINGS OF
DECEMBER 2, 1971, AND JANUARY 6, FEBRUARY 3,
AND MARCH 2, 1972)

Allan B. Jacobs, Director of Planning, advised the Commission that a letter had been received from John P. Ingram, Jr., of Realty Services Corporation, owner of a major portion of the subject property and joint applicant for the proposed planned unit development, requesting further postponement of the hearing to May 4, 1972.

Jack Bourne of the Mission Housing Development Corporation, the other applicant for the proposed planned unit development, had confirmed by telephone that he, also, desired the postponement. The purpose of the postponement would be to allow additional time to complete preliminary plans for the development which would meet the technical requirements of the Fire, Police and Building Codes. He recommended that the request for postponement be approved.

After discussion, it was moved by Commissioner Mellon, seconded by Commissioner Porter, and carried unanimously that hearing of the subject application be postponed until the meeting of May 4, 1972.

CU72.5 BELLE AVENUE, SOUTH LINE, 273 FEET WEST OF
ST. CHARLES AVENUE; BELLE AVENUE, SOUTH
LINE, 405 FEET WEST OF ST. CHARLES AVENUE;
AND ST. CHARLES AVENUE, WEST LINE, 66.66
FEET SOUTH OF BELLE AVENUE.
REQUEST FOR THREE ACCESS DRIVEWAYS TO
PROVIDE ACCESS TO A 140-UNIT APARTMENT
COMPLEX PROPOSED TO BE CONSTRUCTED IN
DALY CITY ON THE PROPERTY BOUNDED BY THE
SOUTHERN FREEWAY, JUNIPERO SERRA BOULEVARD
AND THE COUNTY LINE.
(POSTPONED FROM MEETING OF FEBRUARY 3, 1972)

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), stated that the original applicant had decided not to proceed with the application; however, the owner of the property had indicated that he wished to obtain a decision from the Commission on the request.

George Choppelas, attorney for the owner of the subject property, stated that his client is contemplating a townhouse development on the subject site; however, since final plans for the project have not yet been formulated, he felt that the best thing to do would be to request withdrawal of the subject application without prejudice at the present time.

Mr. Steele recommended that the request for withdrawal of the application be approved.

After further discussion it was moved by Commissioner Rueda, seconded by Commissioner Mellon, and carried unanimously that Resolution No. 6828 be adopted to approve the withdrawal of the subject application.

CU72.9 240, 244, 252, AND 258 CLINTON PARK, NORTH LINE,
218 TO 258 FEET AND 283 TO 333 FEET EAST OF
DOLORES STREET.

REQUEST FOR 18-STALL EXPANSION OF AN EXISTING
PARKING LOT FRONTING ON DUBOCE AVENUE; IN AN
R-4 DISTRICT.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which consists of four lots with a total area of 7,500 square feet. The lots presently are vacant; and the owner, Gantner, Felder, Kenny, Inc., proposed to provide off-street parking for 18 automobiles on the site to serve patrons of their mortuary. The proposed parking lot would be an expansion of the existing 28-stall lot fronting on Duboce Avenue.

Raymond Hill, representing the applicant, stated that any landscaping required by the staff of the Department of City Planning would be installed if the subject application were to be approved.

No one was present in the audience to speak in favor of or in opposition to the subject application.

Mr. Steele recommended that the application be approved subject to seven specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After summarizing the conditions, he recommended that the draft resolution be adopted.

President Newman asked if the conditions which had been recommended by Mr. Steele would be acceptable to the applicant. Mr. Hill replied in the affirmative.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Mellon, and carried unanimously that Resolution No. 6829 be adopted and that the application be approved subject to the conditions contained in the draft resolution.

ZM72.4 NORTHWEST SIDE OF KISSLING STREET, CORNER OF 12TH STREET AND 325.5 FEET NORTHEAST OF 12TH STREET.
M-1 TO A C-M DISTRICT.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which is an irregular parcel with frontages of 325.5 feet on Kissling Street and 92.5 feet on 12th Street, with a total area of approximately 28,000 square feet. The property is presently occupied by an abandoned iron works building, a dwelling, and a parking area. The applicants had requested that the property be rezoned to C-M so that it could be used for expansion of an adjacent Travel Inn for Recreational Vehicles which is to be constructed on property already zoned C-M.

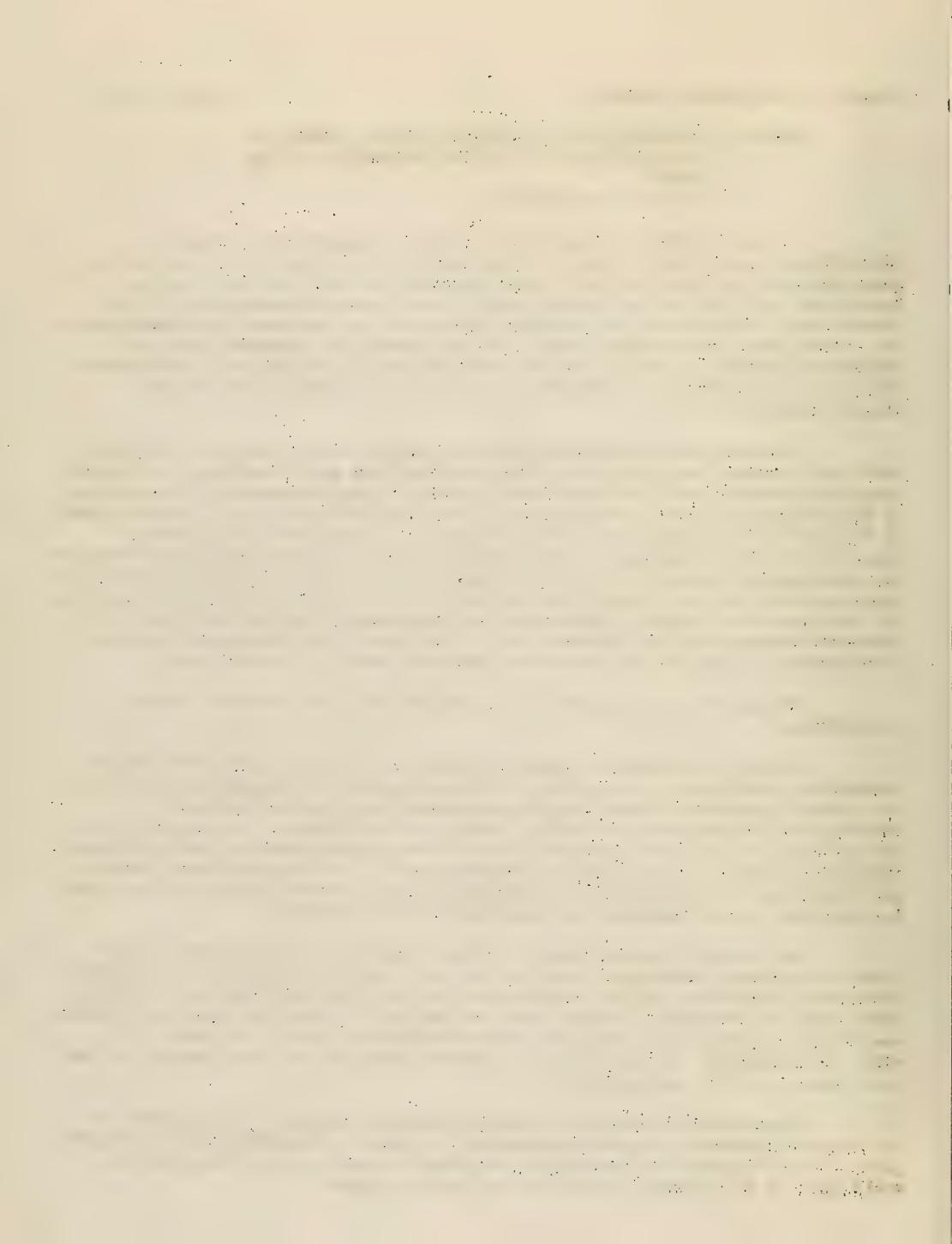
Alan Axelrod, representing the applicants, stated that the iron works which had formerly been operated on the site had been out of business for several years; and he indicated that his clients wished to use the property for expansion of the adjacent facility for recreational vehicles which had already been approved by the staff of the Department of City Planning. In response to a question raised by President Newman, he stated that the Travel Inn for Recreational Vehicles provides parking spaces for mobile vehicles with tie-ups to electrical, water, and sewer service, and with laundry and recreational facilities available on the site. The vehicles would probably rent spaces for a maximum of two or three days. No permanent tenants would be allowed; and, in any case, the rates would be set at a sufficiently high rate to discourage long-term usage of the facility.

No one else was present in the audience to speak in favor of the application.

Nellie W. Martinelli, owner of property located at 1580 Folsom Street, stated that parking space is scarce in the neighborhood at the present time; and, as a result, business clients and subcontractors visiting the Martinelli Construction Company have difficulty finding a place to park. In any case, she did not feel that it would be a good idea to have campers parking overnight in an industrial district. Also, she had recently read in the newspaper that campers are being used by street-walkers in the Tenderloin district; and she did not wish to have that type of activity taking place in her neighborhood.

Mr. Steele remarked that the subject parcels of property are in fact a part of a single industrial firm; and he felt that the requested reclassification would result in a logical expansion of the existing C-M district. He also noted that the C-M classification would be required in order to permit residential use of the property; and, since the C-M classification would also permit the other uses presently existing in the immediate area, he felt that approval of the application would be appropriate.

Commissioner Rueda felt that the requested change of zoning would be appropriate; however, he questioned whether it would be desirable to have campers parked on the subject lot over-night. He asked if such a use of the property would have to be allowed if the zone were to be changed.



The Director replied that the Department of City Planning had already approved an application for such a use on adjacent property.

Commissioner Mellon asked if there would be any way for the City to prevent parking on the site for periods as long as six months or one year. Mr. Steele replied that the staff of the Department of City Planning, in reviewing the application for the facility which had already been approved, had obtained a commitment from the applicants that stays of more than one week would be discouraged.

Commissioner Mellon remarked that the facility could serve a useful public service by providing an alternative to parking on local streets.

Commissioner Finn asked what means would be at the disposal of the Commission to enforce the agreements which had been reached with the applicant. Mr. Steele replied that any nuisance resulting from the use could be handled by the Police Department or under the City Planning Code. In reply to a further question raised by Commissioner Finn as to whether the project had been reviewed by the Police Department, Mr. Steele replied in the affirmative.

After further discussion it was moved by Commissioner Mellon, seconded by Commissioner Porter, and carried unanimously that Resolution No. 6830 be adopted and that the subject application be approved.

CU72.11 1138-40 TAYLOR STREET, EAST LINE, 114.9 FEET
SOUTH OF CLAY STREET.

REQUEST FOR AUTHORIZATION TO USE A PORTION OF THE
EXISTING BUILDING AS A PROFESSIONAL OFFICE FOR A
LAW FIRM WITH THREE ATTORNEYS; IN AN R-5 DISTRICT.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which is occupied by a three-story residential building containing two non-residential uses and with a garage containing one independently accessible parking space. The applicant had requested permission to use a portion of the existing building as a law office without making any alterations to the building. The plans which had originally been submitted with the application had indicated that the office would be located on the first and second floors of the building; however, following a field inspection which revealed that the second and third floors were actually being so used, the plans had been corrected. The first floor of the building is occupied by a management consultant firm. Law offices, as a professional use, could be permitted as a conditional use in the R-5 District; however, five parking spaces would have to be provided to meet the requirement of the City Planning Code for such use. The management consultant firm presently occupying the first floor of the property would not qualify as a professional office eligible for conditional use approval; and, as a result, it would be required to relocate regardless of the Commission's decision on the subject application.

Sid Adams, attorney for the applicant, indicated that he is one of three attorneys who presently occupy offices in the subject building. Although the area is zoned R-5, a number of non-conforming uses do exist in the vicinity of the subject site. Except for the shingle identifying the law office use, the residential appearance of the building remains unchanged. He stated that his law firm specializes in the field of housing; and many of their clients who come from out of town find it convenient to stay in hotels on Nob Hill and to walk to their offices. Their driveway is available for use by residents of the neighborhood in the evening; and, as a result, the use actually increases the amount of parking available in the neighborhood. He stated that his firm had provided free legal services for residents of the area; and, in addition, they have maintained an attractive roof garden for the benefit of their neighbors. He indicated that a parking variance application would be filed if necessary; and he urged the Commission to approve the conditional use application subject to a condition requiring that the parking issue be resolved.

The Secretary called attention to a letter which had been received from Charles W. Fay, President of the Nob Hill Association, in support of the subject application.

No one was present in the audience to speak in opposition to the application.

Allan B. Jacobs, Director of Planning, recommended that the application be disapproved. He remarked that the Comprehensive Plan for Residence stated that new development in the subject neighborhood should be residential in character and that the residential quality of the area should be maintained and improved. He remarked that the applicant had not demonstrated any public need for a law firm in the subject residential area; and, since a law firm would draw non-residential traffic into the area, it would increase the potential for residential instability. He also noted that sufficient off-street parking could not be provided on the site or within a walking distance of 400 feet as specified in the City Planning Code. He stated that the fact that the law firm had already occupied the building illegally for three years, could not be considered to be a precedent for further continuation of the use. In conclusion, he remarked that residential tenants, as well as law offices, could provide roof gardens for the enjoyment of their neighbors.

Mr. Adams stated that his firm had received many compliments on their maintenance of the building; and he indicated that none of the residents of the neighborhood had expressed opposition to the use. The City Planning Code does allow professional offices in R-5 Districts; and, if a law office would not qualify as a professional office, he did not know what type of office would qualify. In his opinion, the issue of parking could be resolved through a variance application and was not properly before the Commission for consideration.

Commissioner Porter stated that parking is a major problem; and, as such, it is of great concern to the Commission.

Mr. Adams stated that his law office generates very little need for parking space. In any case, parking garages are located within 600 feet of the subject site; and, in addition, his firm had made an arrangement to lease two additional parking spaces within 400 feet of the site.

Commissioner Mellon asked why the law firm had chosen to locate in the subject building in the first place. Mr. Adams replied that the law offices had previously been housed in the Stanford Court Apartment Building on Nob Hill. When that building had been converted into a hotel, they had looked around the area for new space and had seen a "for rent" sign on the subject building. The space was suitable for their needs; and they decided to rent it.

Commissioner Mellon asked if the law firm had not realized that conditional use approval would be needed to make the use legal. Mr. Adams replied that they had felt that they could either move out of the building or else file a conditional use application if objections to the use were raised by residents of the neighborhood.

The Director stated that the law offices had also been an illegal use in the Stanford Court Apartment Building; however, enforcement action had not been taken by the staff of the Department of City Planning because they knew that the building was scheduled to be remodeled.

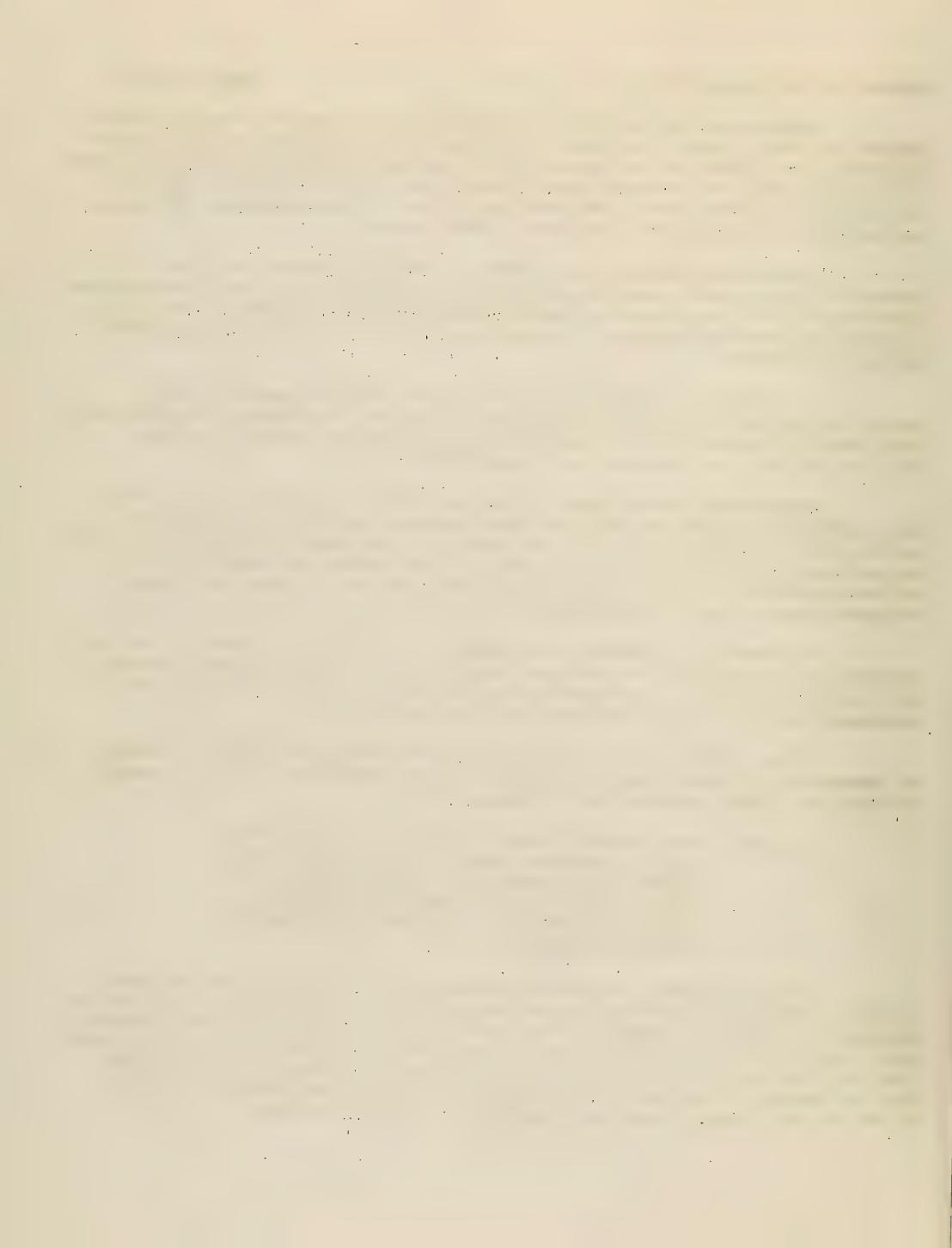
Commissioner Porter asked if the law offices could have been approved as a conditional use in the Stanford Court Apartment Building. The Director replied that a determination would have had to be made that it was an appropriate use on that site. He noted that the City has many commercial areas where law offices should and do thrive; and he felt that there was no compelling reason to approve such a use in a residential area.

Hal Dunleavy, a housing consultant, stated that he has made use of the services of the applicants in the past; and, since he had visited their offices only once or twice in a three year period, he felt that he could confirm their statement that the use does not cause any parking problems.

After further discussion it was moved by Commissioner Rueda, seconded by Commissioner Finn and carried unanimously that Resolution No. 6831 be adopted and that the subject application be disapproved.

CU72.10 1000 CLARENCE AVENUE; GOLF DRIVING RANGE, NORTH LINE OF CLARENCE AVENUE OPPOSITE OLYMPIA WAY. REQUEST FOR A PLANNED UNIT DEVELOPMENT WITH 182 DWELLING UNITS IN SIX THREE-AND FOUR-STORY APARTMENT BUILDINGS, AND AN ADMINISTRATION AND RECREATION BUILDING; IN AN R-1 DISTRICT.

Allan B. Jacobs, Director of Planning, stated that a letter had been received from Glen P. McCurdy, Project Manager for the Levitt-united Multihousing Corporation, requesting that the hearing of the subject application be postponed until May 4, 1972, to allow time for the applicants to prepare additional information for the hearing. The letter indicated that the information would include, but not necessarily be limited to, revision of the building designs to conform to the 40-foot height limitation governing the subject property.



J. Joseph Sullivan, attorney for the applicants, stated that he had tried to inform as many residents of the neighborhood as possible of the request for postponement.

Edward Friend, representing the Mid-town Terrace Homeowners Association, stated that the members of his organization vigorously opposed the subject application; and he indicated that many of the members of the organization were present in the audience. While he would be willing to return on May 4 to speak in opposition to the application, he felt that the postponement might inconvenience others who had made an effort to be present. He also remarked that a number of residents of the Forest Knolls neighborhood were present in the audience to speak against the application.

Commissioner Rueda stated that it would be difficult for him to have a proper understanding of the issues involved if the opponents were to state their case before the applicants have had an opportunity to present their proposal.

I. J. Shain, 133 Warren Drive, represented the Forest Knolls Neighborhood Association. He stated that he was aware that postponements requested by applicants are usually granted; however, he wished to emphasize that virtually all of the members of his organization, comprising 500 households, were of the opinion that construction of apartment houses on the subject R-1 property would be unwarranted and unwelcome. The proposed development would increase density and traffic in the area and would violate the Urban Design Plan; and he hoped that the application would be disapproved by the Commission when a vote is taken.

A member of the audience asked what density was being proposed. The Director stated that final plans had not yet been submitted; however, he believed that the applicants were contemplating a development which would have a density slightly above that permitted in an R-2 zoning district.

Oscar Fisher, representing the West of Twin Peaks Central Council, stated that his organization had not yet reviewed the subject application; however, based on their reaction to similar proposals in the past, he felt that he could predict a negative reaction to the proposed project.

A member of the audience stated that she had heard that a university would also be developed on the site.

Thomas P. White, 411 Panorama Drive, stated that he had been a member of the City Planning Commission when the present Zoning Ordinance was being enacted into law. In his opinion, approval of the applicant's requested density would in fact constitute "spot zoning"; and he remarked that such practice, which has the effect of nullifying the Zoning Ordinance, must be anathema to any kind of proper zoning procedure.

Walter Van Der Hie, a resident of Mid-town Terrace and a police officer, stated that the streets in the area are not designed to accommodate the amount of

traffic which would be generated by a high density residential development on the subject site; and, if the subject proposal were to be approved, traffic congestion would increase and more accidents would occur. He also believed that approval of the proposed development would effectively drive the middle-class out of San Francisco.

After further discussion it was moved by Commissioner Rueda, seconded by Commissioner Mellon, and carried unanimously that hearing of the subject application be postponed until the meeting of May 4, 1972, at 2:00 p.m.

At 4:45 p.m. President Newman announced a five minute recess. The Commission reconvened at 4:50 p.m. and proceeded with hearing of the remainder of the agenda.

ZM72.3 PARCEL 1) BEGINNING AT THE SOUTHEAST CORNER OF BALBOA STREET AND LA PLAYA, THENCE 600 FEET SOUTH ALONG LA PLAYA TO THE NORTHEAST CORNER OF CABRILLO STREET AND LA PLAYA THENCE 120 FEET EAST ALONG THE NORTH LINE OF CABRILLO STREET, THENCE AT A RIGHT ANGLE 500 FEET NORTH, THENCE AT A RIGHT ANGLE 30 FEET EAST, THENCE AT A RIGHT ANGLE 100 FEET NORTH TO THE SOUTH LINE OF BALBOA, THENCE 150 FEET WEST ALONG THE SOUTH LINE OF BALBOA TO THE POINT OF BEGINNING; LOTS 19, 25, 35 AND 36 IN ASSESSOR'S BLOCK 1596.

PARCEL 2) BEGINNING AT THE SOUTHWEST CORNER OF BALBOA STREET AND LA PLAYA, THENCE 600 FEET SOUTH ALONG LA PLAYA TO THE NORTHWEST CORNER OF CABRILLO STREET AND LA PLAYA, THENCE WEST ALONG THE NORTH LINE OF CABRILLO TO A POINT 100 FEET WEST OF THE WEST LINE OF CABRILLO STREET, THENCE NORtherly ON A STRAIGHT LINE TO A POINT ON THE SOUTH LINE OF BALBOA STREET 113 FEET WEST OF THE WEST LINE OF LA PLAYA, THENCE EAST ALONG THE SOUTH LINE OF BALBOA STREET 113 FEET TO THE POINT OF BEGINNING; LOT 1 AND A PORTION OF LOT 2 IN ASSESSOR'S BLOCK 1595.

APPLICATION REQUESTS TO CHANGE THE HEIGHT LIMIT CLASSIFICATION OF THE PROPERTY DESCRIBED AS PARCEL 1) FROM A 40-FOOT HEIGHT LIMIT DISTRICT (OCEAN BEACH NO. 2) TO A 55-FOOT HEIGHT LIMIT DISTRICT, AND FOR CHANGE OF THE HEIGHT LIMIT CLASSIFICATION OF THE PROPERTY DESCRIBED AS PARCEL 2) FROM A 40-FOOT HEIGHT LIMIT DISTRICT (OCEAN BEACH NO. 2) TO A 45-FOOT HEIGHT LIMIT DISTRICT.

President Newman read a letter which he had received from Commissioner Ritchie, as follows:

"I will be unable to attend the meeting of the Planning Commission on April 6th as I will be in Salt Lake City attending a conference for four days.

"I am writing you this letter to state that I must abstain from any vote or future votes pertaining to the proposed development of Playland at the Beach by Jeremy Ets-Hokin. I have been a close friend of Mr. Ets-Hokin for many years. I have the highest regard for him and for the proposed project. I believe that it will be an asset for the City and a great improvement over what is there today.

"However, because my firm will be the exclusive agents for the commercial leasing in the project, I must abstain from voting in this connection.

"I would appreciate your reading this letter into the record and giving it to Lynn Pio to become a part of the minutes. "

Robert Passmore, Planner V (Zoning), referred to land use and zoning maps to describe the subject property which lies on the east and west sides of La Playa between Balboa and Cabrillo Streets. He indicated that the property is the central portion of the proposed Seal Rock Park Development which includes all of the ocean frontage between Sutro Heights Park and Golden Gate Park, a distance of three blocks, as well as the half block fronting on La Playa. The applicant had requested that the property on the east side of La Playa be reclassified from a 40-foot height limit district to a 55-foot height limit district and that the property on the west side of La Playa be reclassified from a 40-foot height limit district to a 45-foot height limit district. The applicant had also filed a planned unit development application which included the subject parcels of property; however, that application was not presently before the Commission for consideration. He indicated that the planned unit development application had included properties which are presently owned by the Public Utilities Commission and the Olympic Club; and, as a result, the application could not be scheduled for hearing before the Commission until the applicant has received permission from the present owners of the properties to proceed with the application. In conclusion, Mr. Passmore re-emphasized the fact that only the matter of the requested change of height limits was before the Commission for consideration and action at the present time.

Commissioner Porter asked if any of the property included in the subject application is owned by the Public Utilities Commission. Mr. Passmore replied in the affirmative and explained that the City Planning Code permits applicants to request zoning changes which would affect property which they do not own but prohibits them from filing planned unit development applications involving unowned property without the specific consent of the owners.

Jeremy Ets-Hokin, the applicant, stated that it was his understanding that no height limit variance had been granted in San Francisco since 1926. Consequently, if his proposal made sense to the Commission, a precedent might be established. He realized that the only matter specifically before the Commission for consideration was the request to change height limits in the central section of the project; but he did not feel that the matter of height limits could be extricated from the overall concept of the proposed development. He remarked that San Francisco is faced with the problem of the exodus of the middle class; and he informed the Commission that his development was being conceived in an effort to answer the problem by creating an environment in which middle-class people would choose to live, and perhaps to work, in a park-like atmosphere. He considered the concept to be new and unusual; and he observed that it is unusual to have ten acres of land available in an urban area. He stated that he had been referred to as a "slum lord" in the past; and, whether or not that appellation had been justified previously, he considered it fitting at the present time given the condition of the subject property, especially since the property is located at San Francisco's "front door" and is the first part of the City to be seen by people arriving from the Pacific. Other people had tried to redevelop the property and had failed; and he hoped to succeed with a project which would benefit the neighborhood and which would be economically viable. He felt that the biggest single reason why middle-class people move out of the City is because they cannot get value for their money in terms of indoor space and environment; and he hoped to provide a viable alternative to the suburban garden apartments which are luring the middle-class away from the City. Many individual problems would have to be resolved before the project could proceed, including the closing of La Playa; and he indicated that he had met with several city officials on March 7 who had indicated that they would endorse the request because the street is rarely used. He had also discussed the matter with the General Manager of Public Utilities who had subsequently written him a letter stating that he had no operational objection to the closing of the street. If La Playa were closed, it would be landscaped and developed as a park which would be open to the public.

Michael Painter, landscape architect for the applicant, described his plans for turning La Playa into a green belt which would link Sutro Park and Golden Gate Park and which would be available for use by the public. He also described other landscaping features which were being proposed for the development.

Commissioner Rueda asked if La Playa would have to be vacated before it could be developed in the manner which had been described by Mr. Painter. The Director replied that it might be possible to achieve a similar scheme without vacating the street. He emphasized, however, that the issue of the vacation of La Playa was not relevant to the matter presently under consideration by the Commission and that it would be the subject of a separate hearing.

Mr. Ets-Hokin stated that he had been aware of the 40-foot height restriction when he had purchased the subject property. However, he had also been aware that the Urban Design Plan, which was published in May, 1971, contained a map on page 95 which called for medium-rise development of five to twelve stories,

subject to bulk controls, on the property. As a result, he had felt that he could obtain a modification of the 40-foot height limit if he were to bring before the Commission a proposal for overall development of the property which would have some redeeming value; and he pointed out that he was not asking for permission to build ten or twelve story buildings but only for permission to have height limits of 45 feet and 55 feet respectively on the two subject parcels of property. He advised the Commission that he had talked to the finest consultants available about the desirability and feasibility of reserving 20 percent of the site for low- or moderate-income housing; however, the consultants had concluded that the community has as great a need for middle-income housing as for low-income housing; and he believed that the project which he proposed to construct would ameliorate the exodus of the middle class. With regard to the issue of height limits, he explained to the Commission that the additional height being requested would be needed to provide the density required for the project and to make it possible to place all of the parking for the project underground. In any case, the density of the project would probably not exceed 1700 people on ten acres of land, or 170 people per acre; and he remarked that most planning guidelines define "medium density" as approximately 200 people per acre.

Karl Scholz, one of the architects for the applicant, stated that original plans for the project had contained a high-rise building; however, since they felt that it would be desirable to reduce the height of the project as much as possible, the plans had been revised. Nevertheless, the plans would still require height in excess of 40 feet in the two areas under consideration. He advised the Commission that all buildings fronting on the Great Highway would conform to the 40-foot height limit; and, in addition, he emphasized that the height of buildings proposed for the project would decrease from the hill on the north to the flat lands on the south. He stated that no views would be blocked by the additional height being requested since they would have already been blocked by the lower portions of the buildings which would conform to the 40-foot height limit. He also indicated that the highest building to be constructed on La Playa would not exceed a height of six stories.

Mr. Ets-Hokin emphasized that the additional height was extremely important because it would permit him to achieve a density adequate to make the proposed project viable. Before purchasing the property, an appraisal had been made by the Pacific Appraisal Corporation; and the price which he had paid for the property was exactly the same as the appraised value. He noted that a number of articles had appeared in the press concerning the proposed project; and he indicated that he was not aware that any of the articles had expressed opposition to his proposal. In fact, one of the papers had carried an editorial in favor of the proposed development. He also indicated that he was not aware of any neighborhood opposition to the proposal. He had, however, attended a meeting of the Outer Richmond Neighborhood Association on the previous Monday night which had been attended by approximately 50 people, the majority of whom were obviously hostile to the project from the beginning. He had not had any way of being sure that the people who were present were actually residents of the area; and, in any case, they represented only a small portion of the membership of the organization. Yet, based on that sort of representation, the organization had taken a position by vote on three aspects of the project. To the best of his knowledge, however, there was no opposition to the project from people living within 300 feet of the site.

Mr. Ets-Hokin stated that the property is presently providing \$104,000 in tax revenue to the City each year. After the development has been completed, the City will receive \$1,500,000 annually in tax revenue in addition to the \$1,500,000 capital investment in the park which would be deeded to the City. Between 300 and 500 jobs would be provided during construction of the project; and, after it is completed, the project would provide approximately 500 on-going jobs. In conclusion, he stated that the entire concept of the project would have to be re-evaluated if the Commission were not willing to approve the subject application for slight height variances in the middle portion of the site.

George Livermore, Director of Development for the applicant, stated that he would not have even thought of asking for a variance from the 40-foot height limit unless he had really felt that the variance was justified. He remarked that a very unique project was being proposed for a very important ten-acre parcel of property on the beach front; and he believed that the small height variances being requested for a small portion of the site would be a small price for the City to pay for the benefits which it would get in return.

Mr. Ets-Hokin introduced other architects who were responsible for various aspects of the proposed development. He stated that he hoped for a favorable vote on the subject application by the Commission; however, he would understand completely if the Commission, feeling that it could not extricate the height issue from the overall concept of the development, should choose to postpone action on the matter until a later date.

Mrs. Amelia Diaz, 1798 Great Highway, stated that she was strongly in favor of the project and felt that it would be great for the City. She remarked that the most attractive developments in the world are always located near the water; and she felt that San Franciscans would be proud to have a project such as the one being proposed by Mr. Ets-Hokin on their waterfront.

Norah Leehan, 771 - 48th Avenue, felt that everyone in San Francisco, especially tourists, would derive pleasure from the proposed project.

Josephine Paulin, 755 - 48th Avenue, stated that she had lived in the subject neighborhood since 1924; and she felt that it would be like the realization of a dream to have the site developed in the beautiful manner which was being proposed by Mr. Ets-Hokin.

Greg Case, 96 Sanchez, remarked that the entire project being proposed would fit into the topography of the area. It would not destroy anything; and it would enhance the beauty of the area as well as providing both construction jobs and on-going jobs.

Marie Bordergaret stated that at least 350 residents of the Outer Richmond District had attended an earlier meeting to express their opposition to the proposed project.

Mr. Brown stated that his wife had operated a business at Playland for the last 48 years; and she had become sick and tired of the type of activities which had been taking place in the area recently. He felt that new construction would be good for the City; and he hoped that the project being proposed would be approved.

Mr. Ets-Hokin stated that he had forgotten to mention that he had retained a Director of Art to provide sculptures and other works of art for the proposed development. He also distributed brochures to the Commission which contained letters and newspaper clippings concerning the proposed development.

Commissioner Porter emphasized the fact that the only matter before the Commission for consideration was the issue of height limits; and she indicated that the Commission wished to hear whether the members of the audience were in favor of breaking the existing 40-foot height limit. The project itself would be considered by the Commission at a later date.

John Oliver, a resident of San Francisco, stated that the additional height being requested by the applicant would actually create more views for San Franciscans. He also regarded Playland as a blight; and he felt that the proposed project would be a credit to the City.

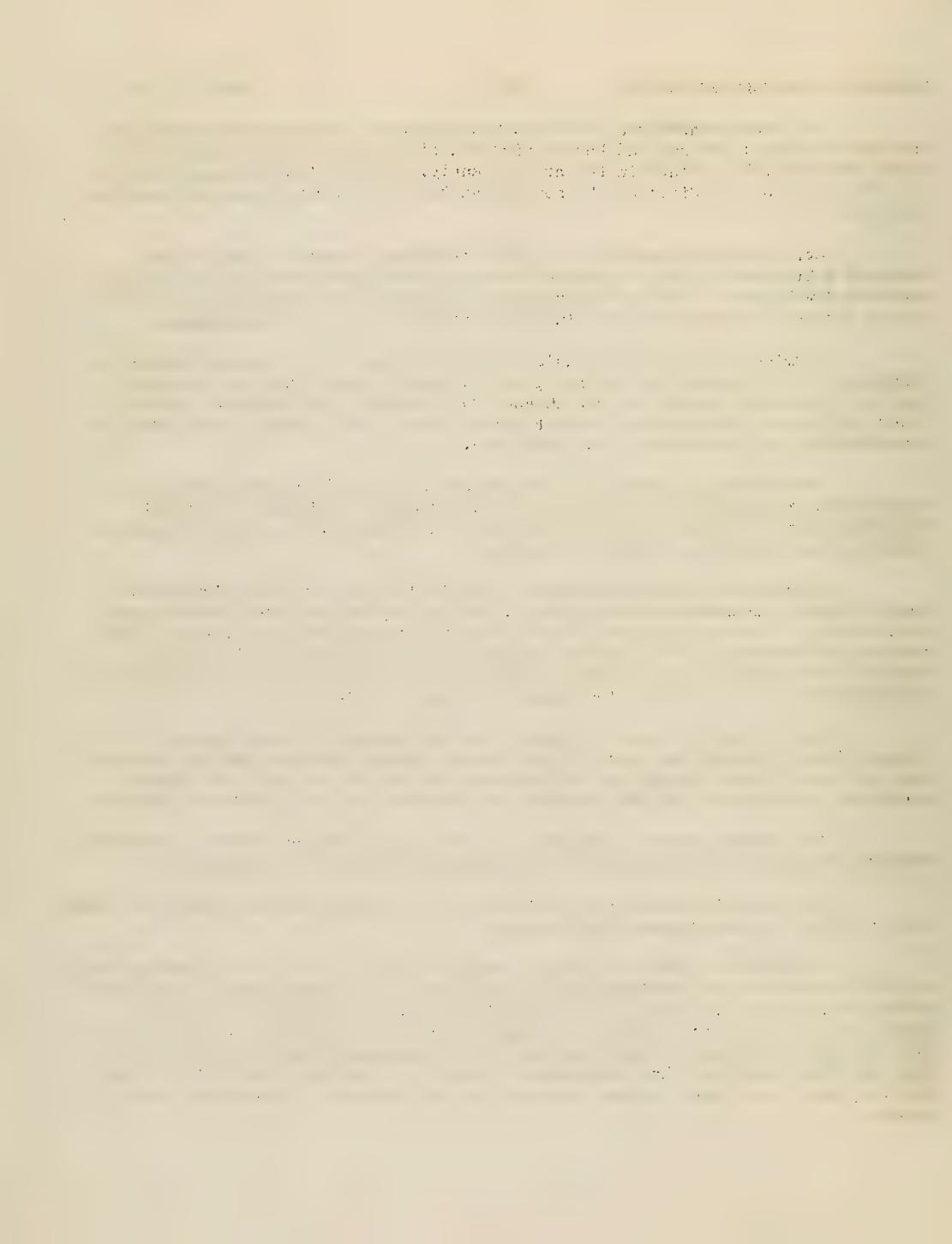
Richard Crew indicated that he had lived in the subject neighborhood until he moved elsewhere seven years ago. While Playland had once been an asset to the City, it is now run down, creates traffic congestion, and attracts people dealing in narcotics. If the minor variance being requested from the 40-foot height limit would help to promote a project which would be in the best interests of San Francisco, he would be 100 percent in favor of it.

Mrs. Johnston, owner of property in the vicinity of 44th Avenue and Clement Street, stated that most of her view is already blocked; and she indicated that she would gladly sacrifice the remainder of her view for a project which would add to the beauty of San Francisco and benefit the entire Richmond District.

Glen Tenaka owner of property on 48th Avenue between Cabrillo and Fulton Streets, stated that he hoped that the proposed project would be approved.

Mrs. Ruth Sullivan, 789 - 48th Avenue, indicated that she, also, was very much in favor of the proposed development.

Paul Didier, 2645 Lake Street, remarked that Playland is an eyesore; and he felt that the height variance should be granted if the additional 15 feet would get San Franciscans the type of development they want on the subject site. He stated that most of his friends earn between \$10,000 and \$25,000 per year and have been forced to move out of San Francisco to find adequate housing in spite of the fact that they would have preferred to remain in the City; and he felt that the City would soon have to come to grips with the problem of the middle class exodus.



Mrs. George Herzog, 258 - 28th Avenue, felt that a 15-foot height variance would be a small price to pay for the benefits which San Francisco would receive from the proposed project.

Erwin Swett stated that man does not live by bread and housing alone; and he felt that activities such as those offered at Playland are essential to life in the City. If Playland is to be torn down, he felt that the property could be developed in an imaginative yet economically feasible way which would preserve some of the natural beauty of the site. He stated that he had previously urged the Commission to place a 20-foot height limit on the Sutro Bath Property to discourage development of that site. The Commission had not acted on his request; however, it had adopted a resolution requesting the Board of Supervisors to place on the ballot another proposal for acquisition of the property for public open space. The Supervisors had not placed the matter on the ballot. He believed that modification of the height limit on the subject property would encourage other developers to seek variances from the height limits on the Sutro Baths site; and he did not feel that such a precedent should be established. If housing is needed, slums exist all over the City which could be redeveloped; but he did not believe that the beautiful coastal properties in the City should be used for such a purpose. He urged the Commission not to approve the requested variance from the 40-foot height limit.

Joyce Hare, a member of the Zoning Committee of the Planning Area for the Richmond, stated that her group had been meeting for more than a year to study zoning in the Richmond District; and she indicated that they planned to adopt a policy regarding zoning on April 17. Although the official policy had not yet been adopted, agreement had been reached that more intensive development should not be permitted until transportation has been improved in the area, that design controls should be established to govern new construction, that small scale commercial enterprises should be preserved and enhanced, that access should be improved to major open space areas, and that new developments should be compatible with the existing character of the area. The members of her group also wished to stabilize the area as a middle-class and middle-income family neighborhood with no increase in population. She felt that the development being proposed by the applicant would not be in harmony with those policies. In any case, the applicant must have been aware of the restrictions on the property when he purchased it; and she felt that he should be required to live with those restrictions.

Commissioner Porter asked if the Planning Area for the Richmond were opposed to any change of the existing 40-foot height limit along Ocean Beach. Mrs. Hare indicated that she could not offer a definite reply to that question until the general policy statement is adopted at the next meeting of her organization.

Eugene A. Brodsky stated that he was appearing on behalf of the 26,000 members of the San Francisco Bay Area chapter of the Sierra Club, 8,000 of whom reside in San Francisco. He noted that the City Planning Commission had recognized the danger of development in excess of 40 feet along the waterfront in 1967 and

had requested the Board of Supervisors to enact a 40-foot interim height limit for the area. The interim height limit had subsequently been re-established before final action was taken in 1970 to establish, by ordinance, a permanent 40-foot height limit for Ocean Beach. At that time, the Commission had placed importance on the views over the water as an "extension of living space" and had recognized the value of the views to both residents and tourists. He felt that the development proposed by the applicant should be denied. While he regretted that Playland cannot be maintained as public open space, he recognized that it is privately owned and subject to private development; however, he believed that it was the responsibility of the City Planning Commission to assure that any private development of the site would not violate the 40-foot height limit. If the height limit should be broken, a precedent would be established which would expose the entire ocean-front to similar variances. He noted that the applicant had indicated that the property had been appraised before it was purchased; and, since the property was subject to a 40-foot height limit at that time, the appraisal must have taken that restriction into account. Of course, approval of the height variance would still be within the best economic interest of the developer since it would allow him to obtain more rental income from his project; however, the same argument would be available to any developer. In conclusion, he stated that failure of the City Planning Commission to stand by the 40-foot height limit along Ocean Beach would render other 40-foot height limits throughout the City of no value.

Jean du Lac, representing San Francisco Opposition, questioned whether good creative City Planning could be realized when a project of such dimension and scope is considered on a piecemeal basis rather than as a unified goal. Furthermore, while the applicant had claimed that the height variance would be required only for the central section of the project, he had understood that two 100-foot high buildings were being proposed for another portion of the project which is also subject to a 40-foot height limit.

Commissioner Porter again pointed out that the only matter presently before the Commission for consideration was the application for a change of height limit; and she wondered what position the members of Mr. du Lac's group were taking on that issue.

Mr. du Lac stated that he could not imagine how the Commission could take action on the height limit issue without knowing what the total project would entail.

Kenneth Hunter, attorney for the Planning Area for the Richmond, stated that approval of the violation of the Ocean Beach 40-foot height limit would ultimately affect all of the 40-foot height limit districts which had been recommended in the Urban Design Plan; and, as a result, he felt that the Commission should be very cautious considering the applicant's request. He proceeded to read from a prepared statement as follows:

"The Outer Richmond Neighborhood Association has twice (January 31 and April 3) heard from Mr. Jeremy Ets-Hokin about his plans for Playland.

On April 3 we also had the benefit of an extensive briefing by Mr. Robert Passmore, Assistant Zoning Administrator. This briefing was described by Mr. Ets-Hokin as fair and objective.

"The Outer Richmond Neighborhood Association is not persuaded that any relaxation in Playland's height limit would be of benefit to the neighborhood.

"The reasons for preserving ocean and shoreline views are as valid today as they were during the campaign to establish the height limits such a short time ago.

"In considering Mr. Ets-Hokin's specific request for five, ten, and fifteen additional feet between Balboa and Cabrillo Streets, we have reaffirmed our stand that the 40-foot height limit should not be exceeded.

"The approximate 300 residents who attended the January 31 meeting made it quite clear they did not want the 36-story tower he was talking about then. The 50 members of our Association who attended the April 3 meeting declared, by a three-to-one margin, that they did not wish to be nickelized, dimed or fifteen-cented either.

"Your past records will show our Association was among those which advocated creation of the Special Ocean Beach 40-Foot Height District. Let your records now show that our Association does not favor any break in the Ocean Beach height limit umbrella.

"We are dismayed to learn that this umbrella could admit within its shelter a grossly over-sized, view-destroying building on the north-of-Balboa site.

"We understand that the Sutro Heights Park cliff-side site is not in immediate issue before you today. But we do wish to convey to you our intense concern, reflected by a unanimous vote of our members Monday evening, that the development here must not obstruct views from any part of Sutro Park -- specifically including the views across Sutro Park's meadow from 48th Avenue between Sutro Heights and Anza Streets.

"We note there are many criteria in the Urban Design Plan which should protect Sutro Park and its views. We urge that when this part of the development is squarely before you under the Planned Unit Development application, that you will rigorously apply these criteria.

"In the meanwhile, permit us to urge you to come out to the Outer Richmond yourselves. Stand on the 48th Avenue edge of Sutro Park at the end of Anza Street and visualize the effect of a wall rising up from the cliff's edge. (While standing there, you might spot a grey whale migrating offshore).

"We hope you will be convinced that the development north-of-Balboa must be kept below the cliff line. There is adequate room for substantial development below the cliff line."

Susan Smith, representing San Francisco Tomorrow, remarked that the subject property is open space at the present time; and she observed that the Commission would, in fact, be facilitating development of the site if it were to allow the 40-foot height limit to be violated. She also emphasized that residents of San Francisco had made it clear that they wished to have the present three- and four-story character of their neighborhoods retained. She stated that a recent survey had indicated that only 49 out of 109 construction jobs in downtown San Francisco are held by minority people. She remarked that the Ocean Beach area already has serious traffic problems; and she felt that consideration should be given to that issue in taking action on the request for change of height limits. In conclusion, she stated that she was opposed to the development of the subject site which was being proposed by the applicant.

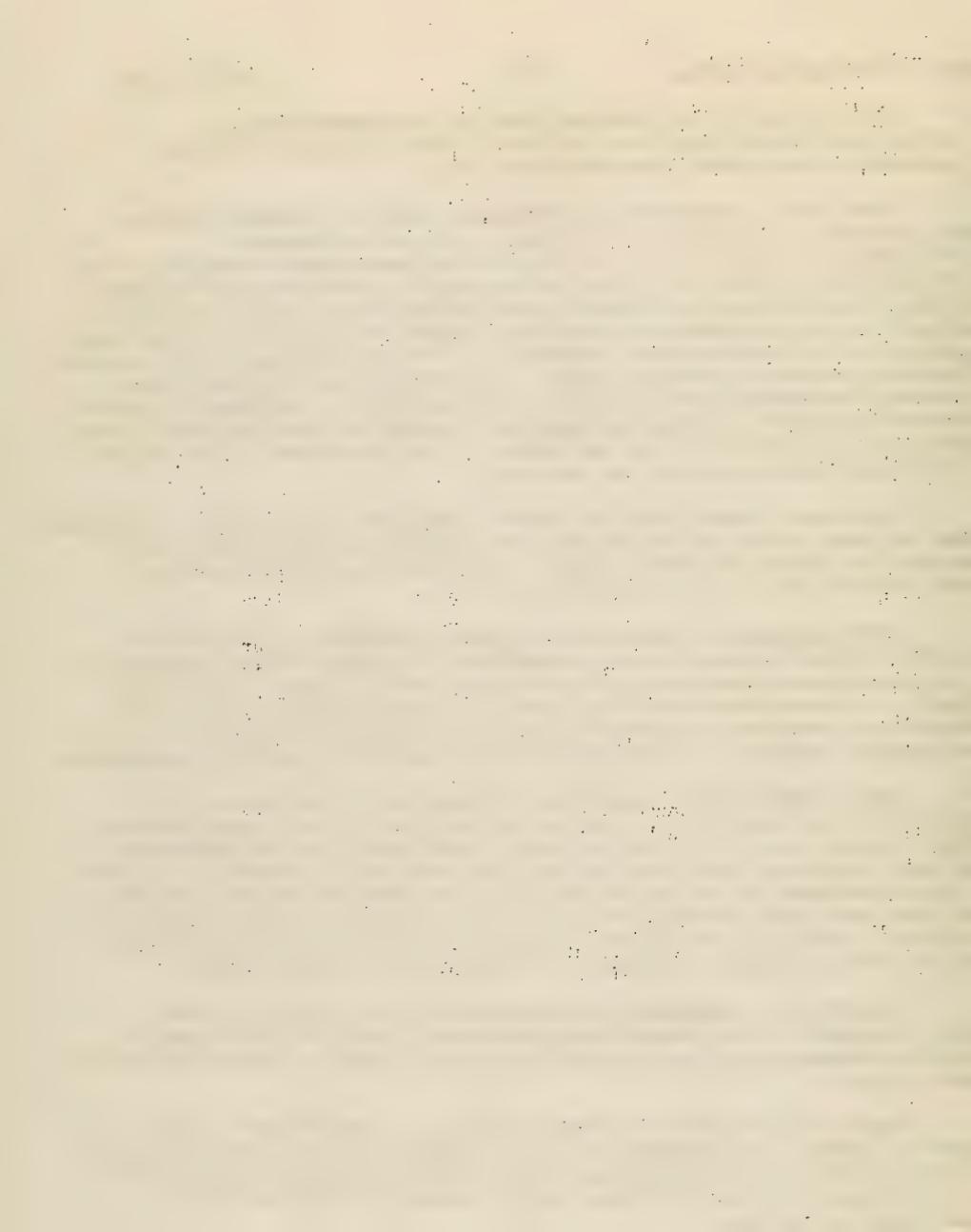
Commissioner Rueda asked Miss Smith if she would be prepared to change her opinion of the project if 10 percent of the construction jobs which it would create would be assured to minority people. Miss Smith replied that she was opposed to the project for other reasons as well.

John LaBoyteaux, a member of the Steering Committee of People for a Golden Gate National Recreation Area, stated that the members of his organization were concerned about preservation of views to and from the ocean. He felt that approval of a variance from the 40-foot height for the subject property would establish a bad precedent which would ultimately have a detrimental effect on the entire length of the beach; and he hoped that the application would be disapproved.

Mrs. Dorothy Gibbons stated that it seemed as if the issue of height limitation had been fought for as long as she had lived in the Richmond District. However, a height limit of 40 feet had finally been established for protection of the area; and she believed that the applicant had been well aware of that fact when he had purchased the subject property. If the requested variance from the height limit were to be granted, she felt that the entire area would be opened to speculators. In her opinion, the City Planning Commission should have responsibility for over-all planning and should not proceed on a piecemeal basis.

John Elford, representing Richmond Environmental Action, indicated that he was opposed to any change of existing height limits and stated that he agreed with comments which had been made by previous speakers in opposition to the proposed project.

May Bird, a resident of the Richmond District, stated that she was definitely in favor of maintaining the 40-foot height limit; and, if possible, she would like to have an even lower height limit established for the headlands area since construction of a row of 40-foot high buildings would detract from the natural beauty of the area.



George Alexeeff, Vice Chairman of the City Wide Youth Council, felt that the unique view of the Pacific Ocean from the Richmond District should be preserved; and he felt that approval of the requested change in height limits would establish a precedent which would ultimately result in high-rise buildings being constructed along our waterfront similar to those presently existing in Rio de Janiero.

Elsa Moore stated that she had hoped that the subject property could become a part of the public domain. However, since it had not, she felt that it was important that the 40-foot height limit should be preserved. She also indicated that residents of the area were outraged about the effect which the applicant's project would have on the meadow at the north end of the site.

Samuel S. Berman, 8243 Geary Boulevard, felt that the view of the ocean should be preserved for the people; and he did not believe that the applicant should be granted a 15-foot variance from the 40-foot height limit, especially since such a variance would increase the size of the proposed buildings by 15 or 20 percent.

Anna Lend remarked that it appeared that the applicant wished to make a great deal of money out of a small parcel of property with a project which would have the size of a small town; and she believed that the taxpayers of San Francisco would have to underwrite the project by providing the services which it would require. She urged the Commission to vote against the subject application.

Frank Choy encouraged the Commission to take a field trip to the area and to try to visualize what construction of high-rise buildings would do to the area. He urged that the 40-foot height limit be maintained.

Dennis O'Rourke stated that his view would be blocked even if a 40-foot building were constructed on the subject site; however, if a building with a height of 55 feet were to be constructed, the sunlight which his yard receives would be minimized also.

The Secretary called attention to letters which had been received in favor of and in opposition to the subject application.

Allan B. Jacobs, Director of Planning, recommended that the application be disapproved. While Mr. Ets-Hokin had remarked that no height limit variance had been granted in San Francisco since 1926, he was not aware that any approved height limit had ever been changed in San Francisco. Mr. Ets-Hokin had also claimed that the Urban Design Plan had suggested that heights greater than 40 feet might be appropriate for the subject site; but the map which had been cited had referred to bulk limits rather than height limits and had apparently been mis-read. Neither landscaping nor provision of low- and moderate-income housing were issues which were before the Commission for consideration; and, while the applicant had made a point of the fact that he would provide middle-income housing, the project would not satisfy the real need of the City which is for housing for middle-income families with children. If the height limit were changed from 40

feet to 55 feet, elevator and mechanical penthouses could still rise above the roof, thus further contributing to the height of the buildings. In any case, if the land had been appraised before purchase, the appraiser must have been aware of the 40-foot height limit and must have taken it into account. Taxes and jobs would result even if the development were constructed in accordance with the existing height limit. He observed that the number of dwelling units proposed would result in a density approximately four times that of the adjacent neighborhood; and, in addition, the development would include a major shopping center. He agreed that Playland is an eyesore at the present time; yet, he had received a number of letters from school children who like it. Another speaker had remarked that construction of another floor on the buildings would create more views for people living in the project; but he observed that the additional floor would also block more views for those who do not live in the project. Others had remarked that the additional 15 feet would enable San Francisco to have the type of project it wants on the site; but buildings reaching a height of 55 feet would be 25 feet higher than structures presently existing in the area. Another speaker had stated that the proposed project would follow existing contours; but that would only be true if everything behind the project were to keep getting higher.

The Director then distributed and read the draft resolution of disapproval which he had prepared for consideration by the Commission. In conclusion, he stated that San Francisco has a strong precedent for not breaking height limits; and he believed that approval of the subject application would, in fact, result in "spot zoning", giving a special benefit to an individual property owner. He recommended that the draft resolution be adopted and that the subject application be disapproved.

Mr. Ets-Hokin stated that he had no way of rebutting the Director's recommendation for disapproval of the application; however, he wished to comment on certain assumptions which had apparently been made about the project. He stated that he had worked with the best architectural and design team he could assemble to design an economically viable project which would be a garden spot with public amenities; but the plans which had resulted would require a slightly higher height "envelope" than presently exists. He indicated that the map on page 95 of the Urban Design Report states that properties with an orange color could be developed with buildings ranging from 5 to 12 stories; and he indicated that his property had been colored orange. Although the appraiser had been aware of the 40-foot height limit, he had also taken note of the recommendations in the Urban Design Plan and had assumed that a slight variance from the 40-foot height limit would be granted for a project with social redeeming value. As a result, he had purchased the property for \$6,600,000. If he had thought that the 40-foot height limit would be "iron clad", he probably would have not paid that much for the property; and, to that extent, he had engaged in speculation. With regard to City services, he informed the Commission that he had already agreed that he would be willing to maintain the park which he would develop for public use; and, in addition, he had offered to rehabilitate both the windmill and the old building in the northwest corner of Golden Gate Park. Yet, he also had to make a living. He indicated that he did not wish to see a situation develop in which his professionals would

engage in warfare with the professionals of the Department of City Planning; but he would like to have an opportunity to return to the drawing boards to re-evaluate his project. If the Commission felt that it could approve the subject application for a height variance, such an action would be most helpful. If not, he hoped that the Commission would postpone action on the matter until May 4 so that all aspects of the development could be discussed at the same time. In the meantime, he would make another effort to redesign the project to conform to the 40-foot height limit and still be economically viable.

Commissioner Porter stated that she would be willing to support a request for continuance if she felt that any benefits would result. However, she had fought for the 40-foot height limit along Ocean Beach; and she continued to feel that it is right. If it is not right, she believed that it should be repealed for the entire Ocean Beach Area and not on a piecemeal basis which would cause property owners and would-be developers to loose confidence in the Commission. She moved that the subject application be disapproved.

Commissioner Mellon asked the applicant if he felt that there were any possibility that he could return to the Commission with plans conforming to the 40-foot height limit. Mr. Ets-Hokin replied in the affirmative but indicated that he would have to discuss the matter with his financial partners. In any case, he felt that his position would be stronger if the Commission were to take the matter under advisement rather than to disapprove the application.

Commissioner Mellon suggested that the best alternative might be for Mr. Ets-Hokin to withdraw the application.

Mr. Ets-Hokin asked if withdrawal of the subject application would in any way affect the scheduling of the planned unit development application.

The Director replied in the negative.

President Newman remarked that it seemed to be a moot matter whether the application should be disapproved or withdrawn, except insofar as the alternate actions might affect the applicant's relationship to his financers.

Commissioner Rueda seconded the motion for disapproval of the subject application.

Commissioner Finn stated that he would be inclined to support the applicant's request for continuance; yet, he felt that the applicant would inevitably be bound by the 40-foot height limit in any case.

Commissioner Mellon remarked that it would probably be difficult for the Commission to approve a continuance; however, he indicated that he would be disposed to vote in favor of withdrawal.

After further discussion, Mr. Ets-Hokin asked for an opportunity to discuss the matter with is associates.

At 6:55 p.m. President Newman announced a five minute recess. The Commission reconvened at 7:00 p.m. and proceeded with its consideration of the subject application.

Mr. Ets-Hokin stated that he wished to withdraw the subject application. He indicated, however, that he wished to proceed with the planned unit development application as quickly as possible.

The Director stated that the planned unit development application had not yet been perfected; and he indicated that the applicant would have to obtain authorization from the Public Utilities and the Olympic Club to include their properties in the application. In addition, detailed plans for the proposed project would have to be submitted to the staff of the Department of City Planning at an early date for review.

Mr. Ets-Hokin stated that he had received a letter from Mr. Crowley regarding the property owned by the Public Utilities Commission; and he indicated that he expected to receive a similar letter from the Olympic Club.

Commissioner Finn remarked that the letter from Mr. Crowley would not be binding on the Public Utilities Commission; and he indicated that any sale or exchange of the land would require action by both the Public Utilities Commission and the Board of Supervisors.

After further discussion, Commissioner Finn offered a substitute motion for approval of the applicant's request for withdrawal of the application. The motion was seconded by Commissioner Mellon.

Commissioner Porter stated that she would vote in favor of the request for withdrawal since she did not wish to cause any hardship for Mr. Ets-Hokin. Furthermore, she noted that the City Planning Commission had never before refused to allow an applicant to withdraw his application. However, she felt that it should be clearly understood that the Commission was strongly opposed to any violation of the Ocean Beach 40-foot height limit.

President Newman stated that he, also, would vote in favor of the withdrawal; however, he intended that his vote should be interpreted as a vote cast for disapproval of the application.

Commissioner Finn stated that he wished to "echo" the remark made by President Newman. Although he felt that the project which was being proposed by the applicant was intriguing, he felt that an even better project would result if the 40-foot height limit were observed.

When the question was called, the Commission voted unanimously to adopt Resolution No. 6832 and to approve the applicant's request for withdrawal of the subject application.

The meeting adjourned at 7:10 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO

CITY PLANNING COMMISSION

Minutes of the Special Meeting held Wednesday, April 12, 1972.

The City Planning Commission met pursuant to notice on Wednesday, April 12, 1972, at 7:00 p.m. in Nourse Auditorium.

PRESENT: Walter S. Newman, President; Mrs. Charles B. Porter, Vice President; James J. Finn, Thomas G. Miller and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Mortimer Fleishhacker and John Ritchie, members of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Dean L. Macris, Assistant Director - Plans and Programs; Richard Hedman, Planner V - Urban Design; Robert Passmore, Planner V (Zoning); Peter Svirsky, Planner IV (Zoning); Dennis Ryan, Planner III - Urban Design; Alec Bash, Planner II; William Duchek, Planner II; Russell Watson, Planner I; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner.

ZT72.2 AND ZM72.2 PUBLIC HEARING ON PROPOSED HEIGHT AND BULK CONTROLS
(NORTHEASTERN PORTION OF THE CITY)

President Newman welcomed members of the audience and explained how the height and bulk controls which were being considered had originated with the Urban Design Study which was begun by the staff of the Department of City Planning in 1968.

Allan B. Jacobs, Director of Planning, delivered the following introductory comments:

"I think it is important to point out, as we have done before, that these height and bulk controls would implement only one part of the Urban Design Plan. There are other parts that are just as important, relating to such things as reduction of traffic in residential areas, provision of more recreation space, improvement of the appearance of streets and other public areas, preservation of historic buildings, and restrictions on vacation of streets. These are not part of the present proposals, and must be accomplished in other ways.

"The controls for height and bulk grew out of the section of the Plan that concerns development of new buildings. The overall purpose of these controls is to guide future development and safeguard established qualities of the city. They are intended to limit new buildings so that they will be better related to topography and natural features, to existing scales in each area, to patterns of land use, and to transportation.

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"The guidelines of the Urban Design Plan were the starting point, but the staff also took into account established zoning districts, the character and development potential of each area, all existing and approved construction, the Department's area plans, and other elements of the City's Master Plan. In converting the Urban Design Plan guidelines into precise limits, the tendency was to become somewhat more restrictive than the guidelines of the Plan.

"The height controls being proposed for this part of the city are nearly all fixed limits, and once enacted into law they could be changed only by legislative action of the Board of Supervisors. The bulk limits add a further control for higher buildings where they are permitted, and have the effect of keeping these buildings slender on the skyline and in keeping with the historic scale of San Francisco. These limits on bulk would also be precise limits, although they could be modified in exceptional cases by the Planning Commission if compensating measures, described in the ordinance, were taken to reduce the appearance of bulk.

"As Mr. Newman has already mentioned this evening, the new height limits would in almost every case either keep existing controls or add greater restriction. On this map, nearly all the blue areas have had no height limits in the past, and the controls now being considered by the Commission would for the first time impose height limits in these areas. The blue area covers most of downtown and the South of Market, the Polk and Van Ness corridor, and Russian Hill. In addition, certain areas east and west of Russian Hill would have height limits reduced, from 65 and 105 feet as they now are to 40, 65 and 80 feet. The half block south of Portsmouth Square would be reduced from 160 to 88 feet. These areas would all have controls more restrictive than those in the past.

"On the same map, all the areas shown in white have existing height limits that would remain in effect. These limits cover all of the northern waterfront, Telegraph Hill, North Beach, Jackson Square, the east slope of Nob Hill, much of Chinatown and the Union Square area. All of these height limits would be unchanged.

"There is only one instance of increased height limits, in the western part of the Civic Center, where the limits would be raised from 80 and 120 feet to 96 and 130 feet to reflect better the exact scale of existing public buildings.

"The large map shows in more detail the proposed limits for this part of the city. Green indicates the Open Space district, which would be placed on parks, playgrounds, transit plazas and other public open spaces.

"Other limits would range from lows of 40, 50 or 65 feet in the northern waterfront down into North Beach, and also in the South of

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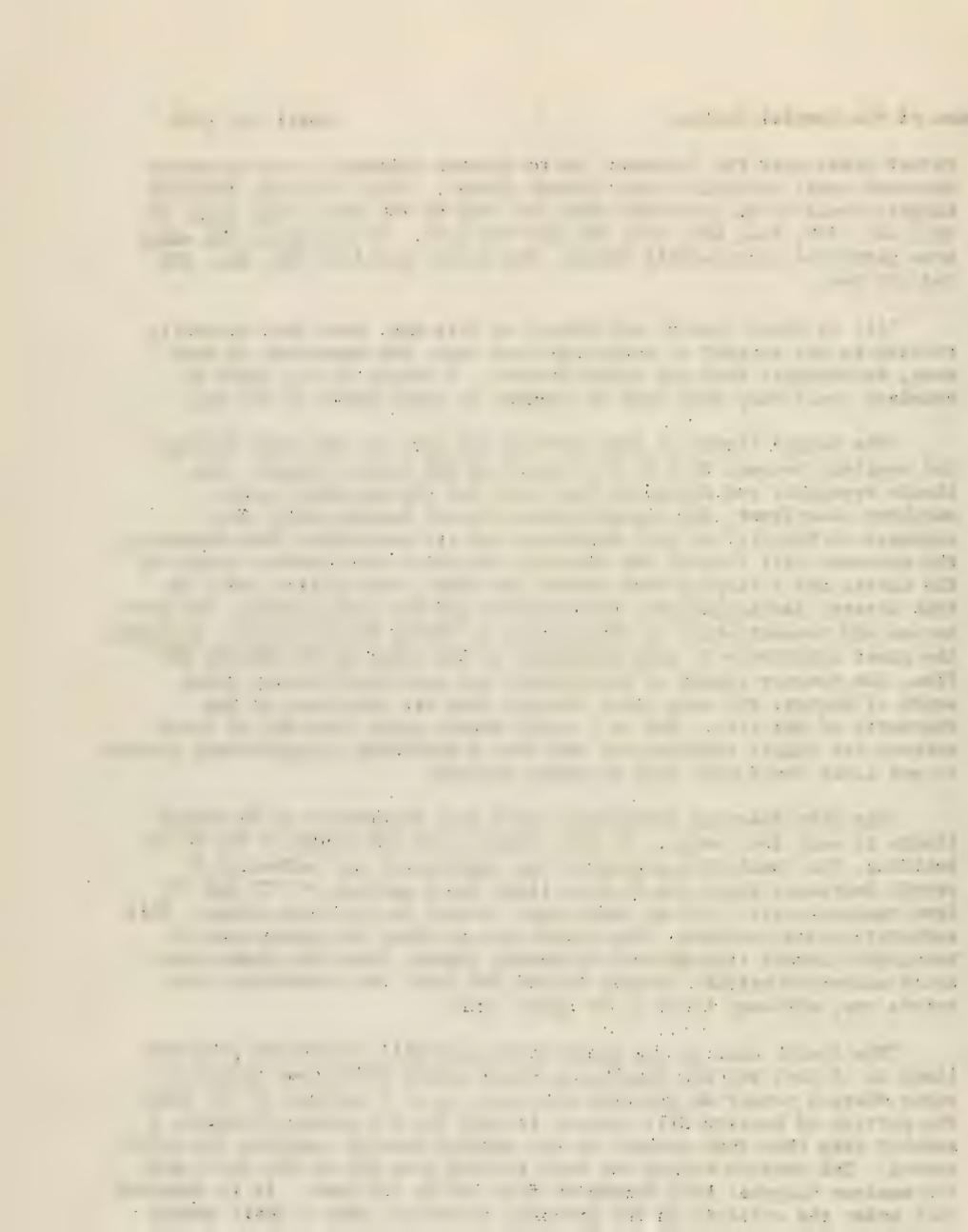
Market areas near the freeways, up to greater heights in the intensive downtown area, especially near Market Street. These close-in downtown heights would be at intervals from 240 feet to 700 feet, with steps of 300, 320, 340, 360, 400, 450, 500 and 600 feet. On Nob Hill, the other area permitted considerable height, the limits would be 200, 240, 300 and 400 feet.

"All of these limits, and others on this map, have been carefully related to one another to recognize land uses, the character of each area, topographic form and other factors. A change in any limit or boundary could very well lead to changes in other parts of the map.

"The height limits in this part of the city are the most diverse and complex, because that is the nature of the areas covered. The limits recognize and reinforce the views and skyline form at the northern waterfront, the varied composition of Russian Hill, the emphasis of Nob Hill by tall buildings and its separation from downtown, the man-made hill form of the financial district with greater height at the center and a sloping down toward the edges, the special scale of Polk Street, Jackson Square, Union Square and the Civic Center, the good access and concentration of development at Market Street transit stations, the great importance of view corridors to the water on California and Pine, the greater spread of development and excellent freeway views south of Market, and many other factors that are important to the character of the city. And so I would stress again that all of these matters are highly interrelated and that a seemingly insignificant changes in one limit could well lead to other changes.

"The City Planning Commission would have discretion as to height limits in only four areas. On pier areas north and south of the Ferry Building, the Commission presently has conditional use authority to permit increases above the 34-foot limit (to a maximum of 125 and 175 feet respectively), with an additional control on building volume. This authority would continue. The third area is along the north side of Washington Street from Battery to Kearny Street, where the Commission could authorize heights between 65 and 200 feet; this authority also exists now, although there is no upper limit.

"The fourth area is the crest of Russian Hill, where the proposed limit is 40 feet but the Commission could permit additional height in cases where a number of criteria were met, up to a maximum of 250 feet. The portion of Russian Hill covered is only the R-5 zoning district, a smaller area than that covered by the earlier interim controls for point towers. The maximum height has been reduced from 300 to 250 feet, and the maximum diagonal bulk dimension from 140 to 125 feet. It is expected that under the criteria in the proposed ordinance, only a small number of additional towers would be accommodated on the crest of Russian Hill.



"There is a fifth area where Commission discretion as to height will continue to apply through conditional use authorization. As an attribute of the special use district now in effect on a portion of Nob Hill, the Commission reviews all buildings over 160 feet in height. Where this authority exists the new height limits are more restrictive than before but still greater than 160 feet, and the Commission's review authority above that height would remain in effect.

"In all other parts of the city, the height limits are fixed and are not subject to discretion. A change of permitted height could occur only by legislative action after full public hearings.

"The bulk limits, designed to moderate the appearance of buildings on the skyline, set a maximum for both the length of a building wall and the diagonal dimension of the building as it is seen on an angle. These bulk limits apply only above a certain height, which is 150 feet in the downtown area and as low as 40 feet elsewhere. The bulk dimensions also vary from district to district."

Doctor Frank Hinman, President of the Russian Hill Improvement Association, stated that he had understood that the Urban Design Plan had been conceived to safeguard the established quality of the City; and he felt that the delicate balance which had been achieved on Russian Hill should be worthy of preservation. However, Section 263.4 of the height and bulk ordinance, which would permit special exceptions from the 40-foot height limit on the crest of Russian Hill, would allow construction of additional high-rise buildings in the neighborhood which would destroy the balance which has been achieved. To illustrate this point, he displayed photographs of Russian Hill as it exists at the present time and as it would appear if the crest of the hill were to be developed with additional high-rise towers. He noted that the height and bulk ordinance specified that the Commission, in considering applications for buildings exceeding the 40-foot height limit on Russian Hill, should consider certain criteria for development. One of the criteria was that the proposed development should not produce an extreme change in the balance between towers and low development on the hill or in any neighborhood on the hill; yet, the Commission had already approved applications for three new high rise towers which would violate that criterion. A second criterion was that "the proposed development shall not add appreciably to the traffic load or the demand for parking in nearby streets, or exceed the capacity of transit or other public services on the hill"; and a third criterion was that "the proposed development shall not cause removal of valuable existing assets of the hill, or dominate the skyline or the surrounding area, or block views in a significant way, or cause undue loss of sunlight or adverse wind effects." Yet, applications had already been approved for buildings which would violate those criteria; and, as a result, he doubted that the Commission would be able to deny other developers the right to construct similar buildings. He advised the Commission that there are presently 13 sites assembled on the crest of Russian Hill which could accommodate "point towers"; and, if the ordinance which had been recommended by the staff of the Department of City Planning were to be approved by the Commission, he believed that all of those properties would eventually be developed with towers rising to a

height of 250 feet. Following development of those properties, other residents of the area would become so discouraged that they would move out of the neighborhood; and their properties, also, would be developed with high-rise buildings. Thus, if the Commission really believed that a harmonious and balanced relationship had already been achieved on Russian Hill, as stated in the Urban Design Plan, he felt that it should vote to establish a flat 40-foot height limit for the crest of Russian Hill for future buildings. He stated that representatives of his organization had contacted most of the resident property owners on the crest of Russian Hill; and he referred to a map which had been prepared to indicate the location of properties owned by individuals who had signed a petition stating that they would be willing to have a 40-foot height limit restriction put on their properties if other properties in the area were to be made subject to similar controls. He stated that there are 155 lots on the crest of Russian Hill, 27 of which have already been assembled for development. Of the remaining 128 lots, 83 owners had stated that they would be in favor of the 40-foot height limit, 7 had indicated that they would be opposed to such a restriction, and 30 had not been contacted. Of the property owners who had been contacted, 91 percent had indicated that they would be in favor of a flat 40-foot height limit; and, in addition, the owners of 4 of the 13 larger pieces of property which had already been assembled had indicated that they would be in favor of the limitation. Especially since it would be impossible to limit future development on the crest of Russian Hill in accordance to the guidelines which had been recommended by the staff of the Department of City Planning, members of his organization felt that a flat 40-foot height limit should be established for their neighborhood. He recalled that other alternatives had been considered when the proposals for height limitation in the Northern Waterfront were under review; however, after considering all of the alternatives available, everyone had decided that the most reasonable approach would be to establish a flat 40-foot height limit for that area. He believed that a flat 40-foot height limit would be the best alternative for the crest of Russian Hill, also.

Peter Hockaday, 1034 Vallejo Street, showed photographic slides of Russian Hill as it presently exists, emphasizing the predominantly low scale of development and the presence of numerous landmark buildings.

Forrest Tancer, 1055 Green Street, read and submitted the following prepared statement:

"I live next door to the Octagon House in the 1000 block of Green Street....often described as 'Paris block of San Francisco'.

"Although the Octagon House and my house are side by side, and at the same elevation above sea level, and at the same top of the same hill, I have been zoned for 40 feet and the Octagon House has been recently zoned 250 feet!"

"Diagonally across the street from me, at the corner of Green and Leavenworth is another big assembled parcel of land that has also been zoned for 250 feet. As we all know, the corner of Green and Jones is assembled for a high-rise as well, and is pending before your Commission.

"My question is this: How is this Commission going to decide which developer on which corner should be allowed to block the others first??

"Perhaps the 250' height limit on the top of Russian Hill will simply breed many many 250 foot buildings, and so I suggest that we now stabilize our neighborhood with a forty-foot height limit for all properties such as mine. This would leave our delicate 8-block-long neighborhood with the 19 buildings over 80' now, and preserve the existing single family dwellings on the hill, which are disappearing very rapidly.

"The National Trust for Historic Preservation in Washington is considering making my block an historic district. A 40-foot height limit is the only way to preserve the character of not only my block, but all 8 blocks on the top of Russian Hill.

"As 95% of all the residential properties in San Francisco are already zoned for 40 feet (including the top of most hills!), we ask this Commission to impose a 40 foot height limit for Russian Hill as well."

George A. Brown, Jr., 19B Macondray Lane, remarked that few, if any additional high-rise buildings could be constructed on Russian Hill without upsetting the delicate balance between high-rise and low-rise buildings and destroying the character of the neighborhood. He stated that 26 buildings with heights in excess of 86 feet had already been constructed or approved on Russian Hill. The crest of the hill itself has 19 high-rise buildings in a seven-block area, or three per block, while the guidelines contained in the Urban Design Plan indicated that there should be no more than one or two "point towers" in a single block. Another way of looking at the situation is that practically every intersection on the crest of Russian Hill has one or two high-rise buildings; and, if such buildings are not located directly at the intersection, they are located not more than one-half block away. In addition to the high-rise buildings which already exist or have been approved for the crest of Russian Hill, 13 to 17 new high-rise buildings could be constructed on assembled parcels of property, thus doubling the number of high-rise buildings in the neighborhood. All of the assembled parcels of property, with the exception of two, are located either adjacent to or across the street from other high-rise developments. Thus, if those properties were to be developed with high-rise buildings, the scattered point tower concept put forward in the Urban Design Plan would be destroyed.

Herb Gold, 1027 Francisco Street, stated that he lives on one part of Russian Hill and works in a studio which is located on another part of the hill; and, since he walks between the two locations daily, he felt that he was more familiar with the hill than most people. He stated that a 65-foot height limit on Broadway would result in the elimination of the existing frame buildings which are occupied by artists and writers; and, if those buildings were to be demolished, a tradition would die with them. He stated that streets on Russian Hill are crowded at the present time; and he felt that the only solution to the problem would be to establish a flat 40-foot height limit for the area.

John S. Walsh, 1330 Greenwich Street, read and submitted the following prepared statement:

"I would like to say a few words in praise of the Urban Design Plan. Mr. Jacobs and the Planning Department have done a remarkable job in putting together an overall plan for beautification and orderly development of our City. I was especially impressed with the Section on the City Pattern, Conservation and Neighborhood Environment.

"The chief points of contention, of course, lie in Section III - Major New Development. Here again, however, our own neighborhood was pleased with the extension of the 40' height limit to the western slope of the hill.

"This is an area of two and three story structures, very largely owner occupied. As a result they are well maintained, with considerable street tree planting - which is encouraged by the Urban Plan.

"With a few exceptions, most of the homes and low apartment structures there were built shortly after the fire of 1906 - extensively remodeled and maintained since. Most of the houses in our own block predate the fire, which somehow swept around it. Our own home was connected to water service in 1884 according to the records - shortly after the Hyde Street Cable Car reached the top of the hill.

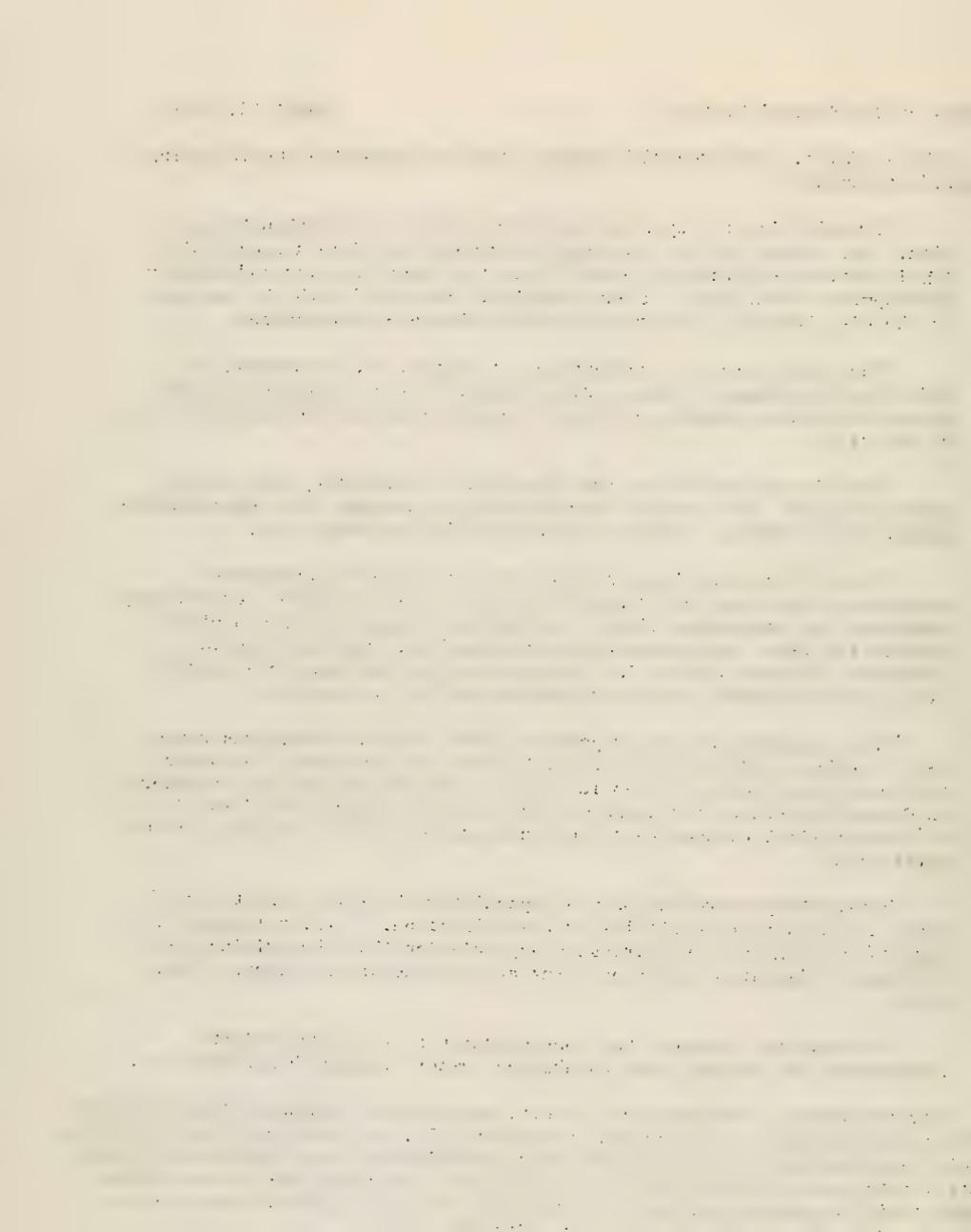
"When we purchased the property in 1958, the whole area was zoned R-2. Somehow, and most of us don't know to this day how it happened, the zoning was changed to R-4 in 1960. Certainly none of our neighbors on Greenwich Street, nor those we knew then on Lombard wanted the R-2 40' height limit changed to a floor area ratio of 4.8 x the area of the entire lot.

"Fortunately there has been no speculative building, and the roof lines of homes there still follow the hill slope. I think I speak for most of my neighbors in expressing appreciation that the original R-2 40' height limitation has been reinstated on the western slope of the hill.

"I would ask however that consideration be given to similar protection for the many long established owner occupied homes above us.

Stewart Morton, 1060 Francisco Street, advised the Commission that there are 15 houses of historic value located on Russian Hill. He felt that those buildings should be maintained; and he believed that establishment of a flat 40-foot height limit for the area would accomplish that purpose. He urged that a flat 40-foot height limit be adopted and that the provision for allowing buildings up to a height of 250 feet be deleted from the ordinance.

Mrs. Oscar Sutro, 2345 Hyde Street, read and submitted the following prepared statement:



"This is the twelfth time that I have attended a meeting either of this commission or the Board of Permit Appeals, including last Monday's fiasco when the latter board denied us a re-hearing on the monstrous Haas high rises. These meetings would have been a waste of time and energy except for one thing. They have taught us that it is an exercise in futility for most of us to expect that city boards will pay attention to our wishes.

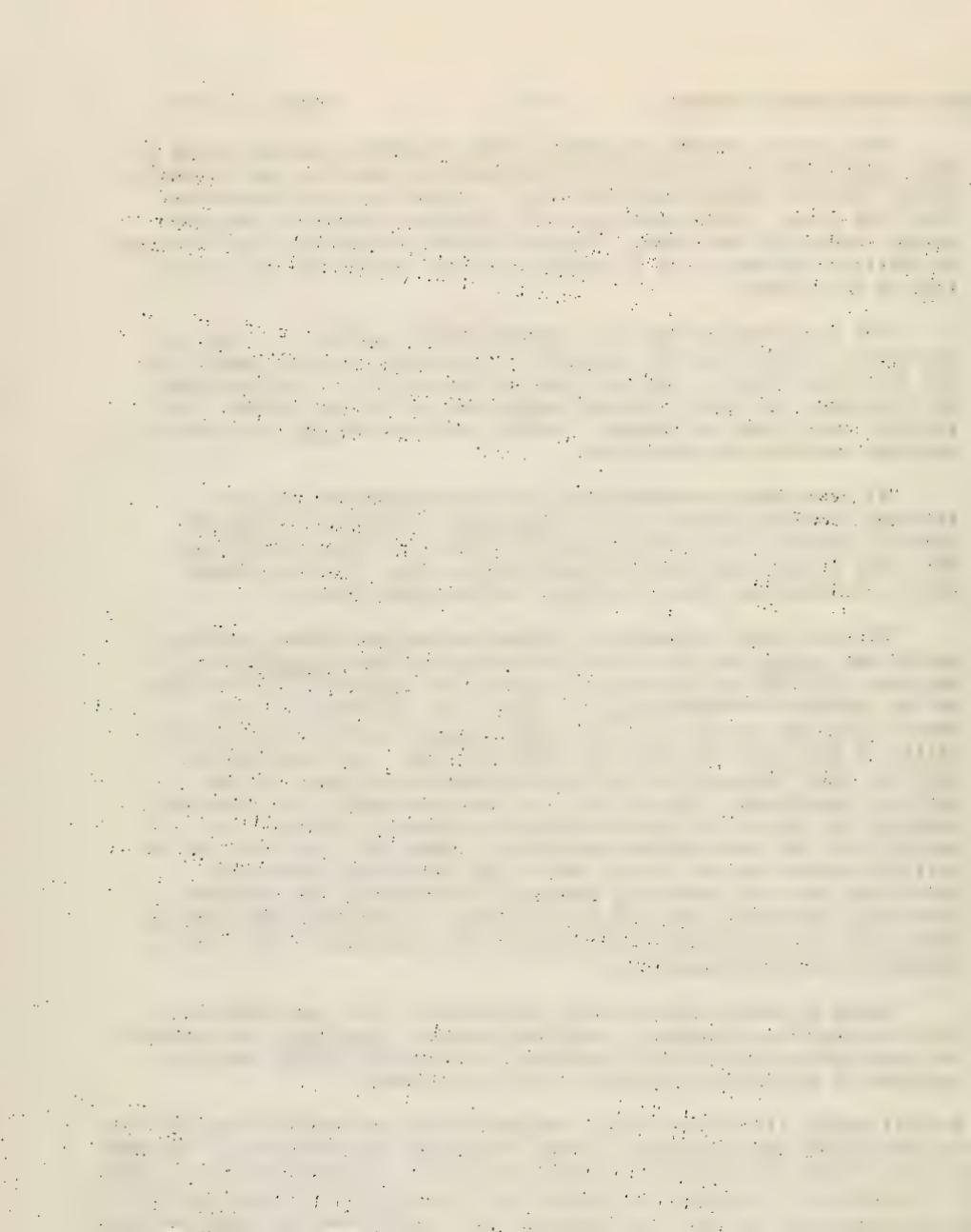
"The Urban Design Plan cost approximately a quarter of a million tax payers' dollars and was supposed to be a study in great depth. It set forth many ideals. And as I read and re-read it, I realized that the plan goes far beyond the mere numbers as to bulk and height. It stresses such things as shadows, traffic, environment and protection of existing neighborhood conditions.

"If these basic considerations are not a major part of your thinking, then you should tell us right now. Otherwise how can you possibly expect us to give you support during your long fight to get this plan through the Board of Supervisors. After all, you ignored basic considerations when you okayed the Haas High Rises.

"For more than 30 years Mrs. Porter has had the vision, and has worked and fought for that vision, or a beautiful and balanced city. Ten years ago when she courageously joined the fight for a 40 ft limit on the northern waterfront, and we, agreed that slender high rises should go on the crests of hills. Alas, none of us foresaw the possibility of buildings 200, 250, 300, 400 feet high. Ten years ago we used the term 'Chinese Wall' to describe what would happen to the northern waterfront. Soon we will use that term again, this time to describe the tops of Nob and Russian Hills--these hills which can support very few more massive structures. These 200, 250, 300, 400 ft buildings would conform to new, and to us, frightening guidelines. Guidelines that will radically change the character of our neighborhoods and, therefore, our patterns of living. Guidelines that give lip service to the environment and then allow a neighborhood to be overwhelmed by masses of concrete.

"Based on recent mealy-mouthed decisions, I would say that your Urban Design Plan is rather a toothless monster. Hopefully, as a result of these hearings you will do something to change my opinion and the opinions of the majority of the people in this area."

Russell Fudge, 1138 Union Street, stated that he was thankful that the City Planning Commission had preserved his view of the Bay by establishing a 40-foot height limit between Russian Hill and the Waterfront. He indicated that he had chosen to purchase his property on Russian Hill because of the unique character of the neighborhood; and he felt that construction of additional high-rise buildings on the hill would destroy its special quality. While he realized that imposition of a 40-foot height limit on the R-5 property at the crest of the hill might limit



the potential value of his property, he was willing to support establishment of the flat 40-foot height limit as the only practical means to preserve Russian Hill as a neighborhood in which he would wish to live.

Adam Krivatsy, 1034 Vallejo Street, read and submitted the following statement:

"Bulk and height regulations - as part of the recommended zoning measures - are considered to protect both, property values and a way of life.

"The values that make life attractive to Russian Hill residents are the views, the tranquility and the Pedestrian Scale of the place.

"The proposed zoning measures would permit additional, high intensity development on the hill, seriously affecting the life there.

"As a planning consultant I participated in several efforts to save values that are similar to those that life in Russian Hill represents. The Honolulu protective zoning measures saved the view of Diamond Head. In Aspen the zoning limit was simply cut in half to avoid congestion. In the Lincoln Square area of Manhattan special zoning was adopted to bring back the pedestrian scale in form of commercial and retail services along the sidewalks.

"The residents and the City of San Francisco have demonstrated in the recent past that they are willing to exercise constraints on development in order to preserve their values. As you have heard, most resident property owners are ready to accept measures that will stabilize and thus save the values that life on Russian Hill represents: views, tranquility and pedestrian scale.

"I respectfully request that the Commission consider limitation of further high-rise construction on Russian Hill."

Gordon Mallatratt, 945 Green Street, stated that he is a native-born San Franciscan who had recently spent 12 years living in New York City. He remarked that high-rise development of New York City on a lot by lot basis had completely changed the character of the center of that city, driving middle income families to the suburbs; and those who had remained in the city had considered themselves to be "cave dwellers". He felt that the crest of Russian Hill is now being threatened in the same way, especially since seven high-rise buildings already exist or have been approved within a one-block radius of the intersection of Green and Jones Streets. He felt that so-called "progress" had been a terrible catastrophe for New York City; and he was convinced that San Francisco would experience the same results if it does not stop to consider what type of development will be acceptable in the future. He stated that more than 130 residents of Russian Hill had signed cards stating that they would not be able to be at the hearing but

indicating that they would be in favor of a 40-foot height limit for Russian Hill; and he urged the Commission to satisfy the desires of the people and to establish a flat 40-foot height limit for the crest of the hill.

Dr. Hinman submitted a copy of the petition which had been signed by a number of residents and property owners on Russian Hill endorsing the proposal for a 40-foot height limit for all of Russian Hill, including the crest of the hill. The petition also stated that the special exceptions for the crest of Russian Hill stated in Section 263.4 of the proposed ordinance should be deleted from the code amendments.

J. A. du Lac, 664 Clay Street, represented San Francisco Opposition. He remarked that he had attended the two previous hearings which had been held by the Commission on the proposed height and bulk ordinances; and he recalled that the Commission had been met with hostility on both occasions. He felt that the present audience should note that the twin towers recently approved for the crest of Russian Hill by the City Planning Commission would not have been approved if Commissioner Rueda, the business manager for the elevator contractors' union, had abstained from voting on the application because of a clear conflict of interest.

Commissioner Porter pointed out that Commissioner Rueda represents a large union which has job opportunities throughout the country; and she felt that it was the height of absurdity to suggest that he would have voted for any particular building because it would have elevators.

Mr. du Lac stated that it was nonetheless a fact that the twin towers had been approved by a vote of 4-3; and, if Commissioner Rueda had abstained from voting on the proposal, the development would not have been approved. He felt that the much-heralded Urban Design Plan, with its 350-foot point towers and 250-foot buildings, would bring death to any neighborhood in the City. In fact, he regarded it as an "Urban Disaster Plan" rather than as an Urban Design Plan; and, if it were to be implemented, he believed that the uniqueness of San Francisco's neighborhoods would become obsolete and that the Manhattanization of San Francisco would be a 100 percent guaranteed inevitability. He stated that the San Francisco Opposition was opposed in toto to height limits in excess of 40 feet for any area in San Francisco with the exception of downtown where a 160-foot height limit would be acceptable. They asked that those limits be established by City Hall; but, if City Hall were not willing, the people would get an opportunity on the June ballot to have a voice in the physical and economic development of their city by taking away from the City Planning Commission, the Board of Supervisors, and the Mayor the authority to play "developers monopoly". He informed the Commission that 20,000 citizens of San Francisco had signed petitions to include the new 40-foot height limit initiative on the June ballot; and the initiative, to be known as Proposition "P", as in power to the people or as in people's Urban Design Plan, had been certified for the June ballot.

Robert Katz, 2 Whiting Street, summarized and submitted a statement which had been prepared by Curtis J. Baldwin, President of the Telegraph Hill Dwellers, as follows:

"I. We welcome the imposition of height and bulk limits throughout the City.

"We also welcome the fact that in general the new limits are more restrictive than before concerning heights, bulk and density.

"II. PUBLIC REACTION

"The character of the two previous hearings has demonstrated that those citizens concerned enough to testify want our city to remain livable and to avoid a further increase in density. They have had their fill of Kansas City on Russian Hill, Disneyland at the Transamerica "Pyramid", Chinese Cultural Centers without Chinese Culture, a bridge across Portsmouth Square which goes nowhere and plunges the children's playground into shade, Holiday Inns of offensive bulk, and megastucture projects along the waterfront.

"San Franciscans want to make their city a good place to be, instead of a good place to get away from.

"III. SCOPE OF COMMENTS

"Our comments are restricted to Telegraph Hill and adjoining areas, with a few additional remarks on Russian Hill, Nob Hill and the Washington Street corridor.

"IV. TELEGRAPH HILL

"1. We note that the existing 40 ft. height limit on the Hill has been maintained, as has the 40 ft. limit to the north, west and south of Telegraph Hill. We welcome this reaffirmation.

"2. We also welcome the designation as OPEN SPACE of the unimproved section of the easterly dead end portion of Chestnut Street (between Grant & Winthrop) and of the City-owned strip (Block 55, Lot 2) north of Chestnut Street.

"3. In this connection, we would like to ask that two additional small areas receive the same OPEN SPACE ZONING:

"a) The unimproved portion of Francisco Street, midway between Grant & Kearny. This portion is presently a slope with grass and wooden steps leading to the lower portion of Francisco Street.

"b) The unimproved portion of Pfeiffer Street, east of Grant Avenue, a dead-end portion which is presently covered by grass and some trees.

"4. Concerning the Northeastern Embarcadero Variable Special Height District, we note that Section 120.4 of the Code, which gave owners of 3 acres or more the privilege to apply for height limits exceeding 40 ft. and 65 ft., seems to have been eliminated by the proposed Amendments. If our interpretation is correct, we welcome this change.

"V. EXTEND THE 40 ft. HEIGHT LIMIT FOR ONE BLOCK AROUND WASHINGTON SQUARE PARK.

"The importance of Washington Square to the northeastern portion of San Francisco is well known.

"It is the only substantial level park for miles around, serving the residential areas of North Beach, Telegraph Hill, Russian Hill, Chinatown and the North Point Housing Project.

"The existing zoning, maintained in the proposed Amendments, retains the 40 ft. height limit to the north of Washington Square and the 65 ft. limit on the other three sides.

"We urge you to adopt a modest modification of this zoning for the following reasons:

"1. Sunlight

"The highrise buildings on Russian Hill, particularly in the Green Street corridor, cast heavy shadows over the Park starting around 3 PM in the winter. Regretfully, this cannot be changed. However, existing buildings all around the Park (with the exception of St. Peter's & St. Paul's Church to the north) are presently lower than 40 ft. We propose that a 40 ft. height limit be imposed for one block east, south and west of Washington Square Park in order to stabilize the existing building pattern and to preserve the sunlight left to the Park.

"2. Traffic

"North Beach and Telegraph Hill residents are unanimous in their complaints that North Beach is suffering from excessive traffic. For this reason, too, it is desirable to restrict density.

"3. Views

"The existing 40 ft. buildings around the Square allow a view of Russian and Telegraph Hills from the Park, and of the Park from the Hills. 65 ft. high buildings bordering around the Square would obliterate these views.

"4. Dominance of St. Peter's & St. Paul's

"This church is a unique landmark, loved and respected by all San Franciscans. The existing 40 ft. buildings are in character with the area. 65 ft. high buildings, now permissible on three sides of the Square, would be out of character and destroy the dominance of the Church building. They should not be permissible along the perimeter of Washington Square. (The only existing building exceeding 40 ft. is the California Physicians Service Building on Stockton & Columbus. It would, of course, not be affected by the requested change in zoning).

"FOR ALL THESE REASONS WE URGE THE EXTENSION OF THE 40 ft. HEIGHT LIMIT SOUTHWARD TO GREEN STREET, IN ACCORDANCE WITH THE ATTACHED MAP.

"VI. THE WATERFRONT

"A. Agreement

"We welcome the maintenance of the existing 40 foot Height Limit along the Waterfront.

"B. Disagreement: Areas north & south of the Ferry Building.

"At the Planning Commission/Port Commission meeting of November 20, 1971, we pointed out that excessive height limits north and south of the Ferry Building were adopted when there seemed a semblance of justification because the original Port Transfer Act required San Francisco to develop surplus Port land for maximum economic return.

"The new amendments to the Port Transfer Act removed this requirement and specify instead that such property should be used 'in the public interest'. In addition, Proposition B has been approved by the voters, removing considerable financial pressure from the Port.

"This is therefore the proper time to revise the excessive heights allowed north and south of the Ferry Building, since they are no longer economically justifiable - instead of preserving a status quo which has outlived its usefulness.

"Instead of allowing 84 ft. with exceptions up to 125 ft. and 175 ft. (on 15% and 10% respectively of a project area) this limit should be reduced to 40 ft. (or, as a last resort to 65 ft., as in the original Bolles proposal), with no exceptions whatsoever for higher limits.

"When we introduced this proposal on November 20, 1971, we were told that it did not belong in this context but should be considered in connection with the Amendments to the new Height and Bulk

Ordinance. These Amendments are now before us, but unfortunately the excessive height limits still remain, allowing waterfront megastructures of Ferry Port Plaza bulk.

"A reduction of the height limits north and south of the Ferry Building would be in line with the Planning Commission's own Masterplan for the Northern Waterfront (May 1969, page 45) which calls for the 'protection of the physical prominence of the Ferry Building'.

"VII. RUSSIAN HILL, NOB HILL AND THE WASHINGTON ST. CORRIDOR

"Unfortunately, the proposed Amendments which scale down height limits substantially on Russian and Nob Hills allow for undesirable exceptions.

"1. Russian Hill

"We feel that our Russian Hill neighbors have had enough high-rise disasters. Quite aside from aesthetic considerations and the problems of air and light, density on Russian Hill is already exceeding desirable limits. We welcome the new 40 ft. height limit and feel that exceptions allowing additional towers, slender or otherwise, would only aggravate density on Russian Hill and create additional traffic problems. We urge you not to allow any exceptions to the new 40 ft. limit.

"2. Nob Hill

"The same holds true of Nob Hill which is already overcrowded with skyscrapers and traffic. We feel that no additional 400 ft. towers should be allowed along California and Sacramento Streets between Jones and Powell. The City should certainly not create a 400 ft. zoning which might invite the destruction of the Pacific Union Club Building and the crowding of every square foot of Nob Hill with high-rise buildings.

"3. The Washington St. Corridor between Battery & Kearny

"Once the Transamerica Tower at Washington & Columbus is in use, the traffic generated by its 2000 employees and thousands of visitors is going to create traffic problems of staggering proportions, extending all the way from the Golden Gateway and the Financial District to North Beach.

"To grant exceptions from the 65 ft. limit along the north side of Washington Street, allowing skyscrapers up to 200 ft., is to invite disaster and to further jeopardize the unique Jackson Square Complex.

"We urge you to eliminate all references to such exceptions.

"VIII. CONCLUSION"

"We appreciate the new restrictions of density proposed for our overcrowded City.

"We also appreciate the evening hearings arranged to give all concerned citizens an opportunity to testify.

"Since it is the purpose of these hearings to act upon the citizens proposals, it is desirable to carry density restrictions still farther, in line with the wishes expressed by the overwhelming majority of those who have testified.

"We are confident that you will give our constructive proposals serious consideration."

Peter A. Culley, 1130 Union Street, stated that although he is an engineer and earns his living from construction, it seemed to him that the City is reaching a point where it is necessary to enact strong legislation to implement the guidelines expressed in the Urban Design Plan in an effort to preserve the character and quality of the environment. Controls had been established for Russian Hill in the past; however, they had not been strong enough to prevent the approval of several unfortunate development projects. If Russian Hill is to be preserved as a truly unique place to live, he felt that no more "point towers" should be allowed to slip through and that a 40-foot height limit should be approved for the area immediately.

Stanley Rudney, Treasurer of the Bay Area Educational Television Association (KQED), indicated that his organization was concerned about the 80-foot height limit which had been recommended for property it owns on the northwest corner of Second and Harrison Streets. He summarized the points at issue as follows:

- "1. Approximately 100 feet from the described property in this same block a building, significantly higher than 105 feet, is under construction by Pacific Telephone and Telegraph Company. Across the street on the east side of Harrison the planned height limit is 105 feet and 130 feet. On this basis we feel that the decision to limit the height of 80 feet on the part of the 2nd and Harrison property is arbitrary. It has been described to me by the Planning Commission that the whole described property of approximately 44,000 square feet could not be built to the height of 80 feet because of certain bulk limitation which is not clearly specified at this time.
- "2. While studying land use at the University of California in Berkeley, the thesis was that because of situs land utilization and commercial and industrial development should be done on the basis of best economic use. Harding, Miller, Lawson

and Associates, soil engineers, state: the area of this property is rock, and therefore, we suggest that the land utilization be planned to permit a 105 foot structure on such property.

- "3. This block area at the present time has two structures being used by a public utility, therefore, it would make sense to a layman that property use planned by the Planning Commission should consider further possible use by the same or similar organization but at a height of 105 feet that would make economic sense because of high land costs of the area.
- "4. Yerba Buena redevelopment plans indicate that buildings significantly higher than 105 feet would be built west of the lot under discussion.

Market Street opposite Grant	37 stories
N.E. corner of 4th & Mission	22 " "
West side of 4th between Howard & Minna	15 " "
West side of 3rd between Howard & Mission	26 " "
East side of 3rd between Minna & Howard	35 " "
East side of 4th between Howard & Folsom	26 " "
S.E. corner of 3rd & Folsom	8 " "

- " And many buildings of substantial bulk such as the Sports Arena, San Francisco Apparel Mart which would cover 1,000,000 square feet.

- "5. Our property is under the influence of the easterly side of the Financial District. The South of Market Quadrant bounded by Embarcadero, Market Street, and Yerba Buena redevelopment and the Bay Shore approach to the bay bridge have buildings in them greater than 105 feet. The large bulk of the Hall of Justice at 7th and Bryant and the area at 3rd and Army will permit structures in excess of 130 feet which destroys the idea that all buildings south of Market will have low profile.

"BAETA is seeking 105 feet parity with structures and planning in the area."

Charles Starbuck, 1635 Leavenworth Street, represented the San Francisco Opposition. He remarked that Mayor Alioto, in a campaign speech made on November 2, 1971, had promised that no more high-rise buildings would be constructed in the neighborhoods and that they would be limited to downtown San Francisco in the future; and, on November 6, 1971, the Director of Planning had advised the press that the high-rise "boom" was over. Yet, since that time, a significant number of high-rise buildings had been approved or proposed. While

he applauded the efforts of the Department of City Planning and the City Planning Commission to establish height limits for the City, he felt that they were offering too little too late. Traffic congestion has already reached crisis proportions in San Francisco, according to the Police Department's Director of Traffic; and, while the high-rise buildings which have already been constructed were supposed to broaden the tax base, taxes have continued to increase.

Lloyd Pflueger, General Manager of the Downtown Association of San Francisco, spoke in support of the height and bulk controls pertaining to the northeast portion of the city, as follows:

"Our Association has studied the Urban Design Plan in close cooperation with a group known as Citizens for San Francisco. A public statement will be made by that group's chairman at the final scheduled hearing two weeks from tonight. We will also be present at your next hearing.

"One of the most important aspects of Planning is consistency. Make the ground rules and then stick with them. The changes in zoning, especially in downtown, which have been so prevalent in the past several years causes confusion and unrest. An owner of property, or a developer, does not know where he stands. The variables in the game make it hard for him to make his preliminary plan designs and cost estimates. Thus, we see the definite height and bulk limit recommendations as a good thing. We already have the floor area ratio established, so now with all these conditions for development set, a builder, or developer, will know for certain how far he can go with a given piece of property. This is good, and will be of considerable help.

"There are five areas where discretionary review is in the hands of the Commission. In as much as this review is for the purpose of possibly allowing greater development of the property than the minimum, it is acceptable. We do not favor any discretionary review where your honorable commission could withhold permission to build within the maximum floor area ratio, height and bulk rules established.

"In line with this thinking, we refer to Mr. Allan Jacobs memorandum of February 17, 1972, wherein he states on page 8 that 'there is nothing in these proposals that deals directly with the problems of large sites.' We think this is wrong. We think that if large sites are to be treated differently that something should be mentioned in the Planning Code. First, the term 'large sites' should be defined. And, in this regard, a 'large site' north of Market Street could be, and, in fact, should be different than a 'large site' south of Market Street. Then, when that is determined, the Code should spell out the restrictions or controls for a person developing a 'large site.' Thus, a builder or developer will be pre-warmed that the rules which apply to a 'large site' are different. He may, in fact, not assemble additional property, which

would make his 'normal size site' into a 'large site.' And if he has a 'large site' he will know that he has additional steps to take when developing his property.

"With these thoughts he conclude by saying that we hope your honorable Commission will make these new Height and Bulk Controls permanent as soon as you legally can - and that when they are established that they stay in existence for a long time."

Dean C. Julian Bartlett of Grace Cathedral stated that he had understood the Director of Planning to say in his opening remarks that revision of any portion of the staff's height and bulk proposals would mean revision of the entire ordinance, which he took to mean that any change after these hearings was unlikely.

The Director replied that the statement he had made was as follows: "I would stress again that all of these matters are highly interrelated and that a seemingly insignificant change in one limit could well lead to other changes." As an example, he noted that a height limit of 65 feet had been recommended for Polk Street, with gradually changing height limits proceeding up the slope of Russian Hill; and he indicated that a change of one of the height limits proposed in that area would require reconsideration of the other height limits since they are interrelated.

Dean Bartlett noted that a number of people seemed to favor a flat 40-foot height limit at the crest of Russian Hill rather than the flexible limits which had been recommended by the staff of the Department of City Planning; and, since such a modification would result in a radical change of the plan, he assumed that other aspects of the proposed ordinance would have to be changed, also, if that change were to be made.

The Director stated that it was unlikely that establishment of a flat 40-foot height limit for the crest of Russian Hill would result in other changes in the proposed ordinance.

Dean Bartlett noted that a great deal of money had been spent on the preparation of the Urban Design Plan; and, if alteration of the plan would involve additional study and expenditure of funds, the Commission might be reluctant to give favorable consideration to requests for changes made by members of the public. He hoped that that would not be the case. He also questioned the process involved, noting that the plan had been carefully worked out in detail before it was presented to the public, leaving the people in the position of reacting to and pressuring for changes in an ordinance which had already been promulgated. He felt that it would have been preferable to have held the public hearings first and to have developed the ordinance later, starting from the grass-root desires of the people.

The Director stated that the public had been involved in a real deliberative process leading to the specific proposals now under consideration. He indicated that the Urban Design Study had lasted two and one-half years; and, during that

time, the staff of the Department of City Planning had solicited the advice of the Citizen's Advisory Committee, had distributed reports to and received comments from the general public, and had made presentations and discussed the study in the neighborhoods. After the Urban Design Plan had been published, a series of public hearings had been held; and, as a consequence of those hearings, 24 changes had been recommended by the staff of the Department of City Planning in the height map contained in the plan before the plan had been adopted as Master Plan policy by the Commission. Implementation of certain features of the Urban Design Plan was now being considered; and again the Commission was receiving comments from the public before recommending an ordinance to the Board of Supervisors for enactment. As a result of the public hearings being held, the recommendations of the staff of the Department of City Planning would more than likely be subjected to further refinement before being acted upon by the Commission.

Dean Bartlett stated that he had had a different understanding of the process. Turning to the matter of Grace Cathedral itself, he noted that it is located in a high density area; and, if he understood the proposed ordinance correctly, it would allow construction of additional buildings rising to a height of 400 feet on Nob Hill. He stated that he was concerned about the quality of life; and he did not feel that a concentration of high-rise buildings in the small area surrounding Grace Cathedral would add to the quality of life in that neighborhood. He believed that issues such as taxes, jobs, and economics should be considered less important than the quality of life in the City; and he urged the Commission to consider the effect which the height and bulk proposals of the staff of the Department of City Planning would have on the quality of life in the neighborhoods.

President Newman assured Dean Bartlett that the Commission would be responsive to comments made by the public during the hearings and that it would make changes in the proposed ordinance before recommending it to the Board of Supervisors.

Lois B. Preston, 1255 Montgomery Street, stated that she had already submitted a written statement; and she hoped that it would be studied carefully by each member of the Commission. She stated that her properties, which are located at the top of Telegraph Hill, had been included within a proposed 40-foot district; and she felt that a height limit of 40 feet would be arbitrary, unnecessary, and detrimental to the best interests of Telegraph Hill. She informed the Commission that Telegraph Hill had been declared a conflagration area by the Chicago Board of Insurance Underwriters; and she felt that the frame buildings presently existing on the hill should be replaced by modern structures. However, the proposed 40-foot height limit would discourage new development. She stated that buildings with a height in excess of 40 feet on her properties would not affect anyone's view since the properties are located at the top of the hill; and she felt that the properties should not be subject to a 40-foot height limit.

Don Wudtke, representing the Northern California Chapter of the American Institute of Architects, delivered the same statement he had read and submitted during the Commission's special meeting on March 16, 1972. The statement is quoted in the minutes of that meeting.

Putnam Livermore, 1023 Vallejo Street, represented residents of the area bounded by Taylor, Broadway, Green and Jones Streets who had successfully waged a battle against high-rise buildings ten years ago. He stated that his neighborhood is a unique part of San Francisco, being the only residential area east of Van Ness Avenue which survived the earthquake and fire of 1906; and he felt that the area was deserving of special consideration. He stated that the people in his neighborhood had won the battle against high-rise buildings by themselves without the help of official height limits. He acknowledged that height limits would be of great assistance in preserving the character of established neighborhoods; however, even with height limits, citizen concern and participation would still be important. He stated that he intended to submit a letter to the Commission suggesting some variations in the 40- and 65-foot height limits which had been recommended by the staff of the Department of City Planning for his neighborhood.

Bob Scrofani, 265 Laidley Street, represented the Board of Directors of San Francisco Tomorrow; and he indicated that the results of his organization's walks and discussions in various neighborhoods of the City would be submitted to the Commission before the end of the month. He stated that his organization had come into existence to help people in the various neighborhoods fight the type of battles which they had lost in the past; and he hoped that the Commission understood the depth of the feeling of frustration in the neighborhoods at the present time. He stated that the Board of Directors of his organization had gone on record, by unanimous vote, favoring a 40-foot height limit for all areas of the City with the exception of Downtown; and, while it might be too late to save Russian Hill, they strongly supported a 40-foot height limit for that area. Also, whereas the staff of the Department of City Planning had recommended a 65-foot height limit for the area between Nob and Russian Hills, the Board of Directors of his organization felt that the height limit in that area should be reduced to 40 feet.

Mr. Scrofani stated that his organization had previously submitted a statement reflecting its response to the Urban Design Plan as it relates to downtown San Francisco. He remarked that the bonus features which had been included in the Downtown Zoning Ordinance were supposed to result in the provision of public amenities in exchange for the valuable privilege of constructing bigger buildings; however, it had become obvious that the bonus provisions were not fulfilling that purpose. He felt that the 700-foot height limit which had been recommended by the staff of the Department of City Planning for a portion of Downtown San Francisco was excessive; and he believed that the height of new buildings in that area should be severely restricted until existing access problems are resolved and until adequate recreation and open space is provided. He suggested that a strict 40-foot height limit should be established for the Northern Waterfront, that the boundary of the 65-foot height limit in North Beach should be redrawn south of Broadway, and that Sts. Peter and Paul Church should be surrounded by a 40-foot height limit district. He also suggested that no more density, shadows, or noise should be encouraged in Chinatown; and he felt that no exceptions should be permitted from the 65-foot height limit in the Washington

Street corridor. He remarked that some people had taken the position that they should not be concerned about Russian Hill since it is a wealthy neighborhood and less deserving of attention than poorer neighborhoods in the City; but he observed that the deterioration of one neighborhood would affect all of the others. In his opinion, high-rise buildings are not appropriate on the tops of hills; and he observed that high-rise buildings on the top of Russian Hill cast shadows on Washington Square which is located one-half mile away. He also felt that any suggestion that high-rise buildings are needed to define Golden Gate Park or any other park in the City should be eliminated from the proposed ordinance.

Susan Smith, 1730-A Jones Street, remarked that the newspapers had reported that construction of an 11-story building in a 40-foot height limit district at Playland would be legal under the City Planning Code; and she wondered if any assurance could be given that similar violations of the 40-foot height limit would not be feasible in other areas of the City.

The Director stated that the criteria for measurement of height set forward in the proposed ordinance would be infinitely stronger than criteria which had existed in the past.

Miss Smith observed that the proposed ordinance had been specific in establishing standards and criteria which would have to be met by any high-rise building proposed as a conditional use in the 40-foot height limit district on the crest of Russian Hill; yet, she felt that no additional high-rise buildings could be constructed in that area without violating the criteria. She advised the Commission that members of San Francisco Tomorrow had taken walks in various neighborhoods of the City; and they had noted that an extremely dangerous situation exists on Russian Hill because of the steepness of the streets, the presence of the cable cars, heavy traffic and parking congestion, and the present residential density of the area; and she felt that further high-rise development in the neighborhood should be prevented in an effort to preserve the present quality of life in the area.

President Newman read a letter which had been received from Mrs. Hans Klussmann, President of San Francisco Beautiful, as follows:

"Although San Francisco Beautiful has already gone on record favoring in most respects the Urban Design Plan, we should like to re-emphasize the following points for inclusion in its final draft:

- "1. The height limits for the areas immediately north of the Ferry Building no more than 65'. The area to the south 125'.
- "2. Washington St. - northside between Kearny and Battery 65' - no higher. This present height limit should not be changed.
- "3. Russian Hill uniform 40' - no exceptions (except for the 3 high rises already passed).
- "4. Washington Park - all property facing park to have 40' height limit."

David J. Wynne, attorney for the Robert Dollar Company, stated that his client owns nearly 90 percent of the block bounded by California, Pine, Sansome, and Battery Streets. He stated that a 500-foot height limit had been recommended by the staff of the Department of City Planning for the property owned by his client; yet, property immediately to the east had been included in a 600-foot height limit district, and property one-half block to the south had been included in a 700-foot height limit district. In addition, he noted that the 800-foot high Bank of America building is located only two blocks to the west of the property owned by his client. He felt that the height limits which had been recommended by the staff of the Department of City Planning appeared to be inequitable; and he hoped to have an opportunity to discuss the matter with the staff in the near future.

Norman Rolfe, 1188 Green Street, believed that many people presently living on Russian Hill would be forced to move out of the City if the buildings which they occupy should be replaced by high-rise buildings; and he felt that a flat 40-foot height limit should be established for the hill to preserve existing moderate-priced housing. In addition to establishing height limitations, he felt that the Commission should also propose legislation which would prevent large "blockbuster" assemblages of property from occurring. In conclusion, he stated that while he regarded Commissioner Rueda as a man of integrity, he doubted that he could ever bring himself to vote against high-rise buildings.

The Director objected to the comments which had been made about Commissioner Rueda by Mr. Rolfe and a previous speaker and observed that Commissioner Rueda had recently voted against a high-rise building proposed for Nob Hill, had opposed a proposal to exceed the 40-foot height limit at Playland, and had voted for reclassification of the Haight-Ashbury District which had resulted in lowering both density and height in that neighborhood.

Patrick J. Maloney, Jr., attorney for the James H. Barry Company located at 170 South Van Ness Avenue, stated that his clients had planned to expand their building in the future; and, as a result, they hoped that their property would be included in the adjacent 130-foot height district rather than in the 40-foot height district as recommended by the staff of the Department of City Planning. He noted that the western portion of the block on which his clients' property is located had been included in the 130-foot height district; and the staff's rationale for drawing the boundary line between the two districts through the center of a block was not evident.

James A. Hamilton, 2637 Larkin Street, stated that he preferred to submit his comments to the Commission in writing since the hour was late and the issue which he wished to discuss was too complicated.

Edward Bielski, 224 Magellan Avenue, stated that he does not live in the northeastern portion of the City which was being considered by the Commission; however, he had written a history of Russian Hill and had recommended that one block on the hill be designated as an historic district. He questioned how Commissioners who were absent from some of the hearings being held in various areas of the City could possibly vote on the height and bulk ordinance when the matter is put to a vote.

The Director stated that members of the Commission who were absent would read the minutes of the hearings which are quite complete and detailed.

Mr. Bielski then indicated that it was his understanding that Proposition "M", which had been approved on last November's ballot, would give the Commission additional discretion in allowing the construction of buildings which would exceed established height limits; and he asked for clarification of that matter.

The Director stated that Proposition "M" had had no effect upon the powers of the Commission with respect to discretion in reviewing proposed buildings.

Commissioner Porter stated that the Commission has always had the authority to conduct a discretionary review of any building permit application; however, the authority can be used only to disapprove buildings which conform to the standards of the City Planning Code and not to approve buildings which would exceed the standards of the Code.

Mrs. Kenneth Evers, 255 Chestnut Street, remarked that Telegraph Hill is already protected by a 40-foot height limit; and she believed that 99 and 44/100 percent of the people living on the hill are in favor of retention of that height limit. She indicated, however, that she was concerned about the issue of bulk. She noted that many of the legal lots of record on Telegraph Hill are substandard in size; and, since the area is zoned R-4, remodeling and reconstruction projects often result in 100 percent ground level coverage, with "usable open space" being provided in the form of a deck above ground level. Furthermore, Telegraph Hill is threaded with alleyways; and, as a result, the measurement for the required 25-foot rear yard can be made from the centerline of the alleyways, resulting in narrower rear yard areas. As a solution to these problems, she felt that Telegraph Hill should be a special use district or that the present R-4 zoning should be reduced to R-3 or R-3.5.

Peter Mendelsohn, 117 Fourth Street, represented TOOR. While other individuals had remarked on Commissioner Rueda's apparent conflict of interest, he was equally concerned about the propriety of having the ex-officio members of the Commission, who are City employees, vote on matters which are of vital concern to the public. He stated that he resides in a working-class neighborhood south of Market Street which was not well represented at the Commission's hearings; however, he informed the Commission that people living in the area would favor a height limit of 130 feet in their neighborhood to preserve the area for its present residents. He stated that the need of his neighborhood is for family homes and not for high-rise apartment buildings.

Mrs. Evers stated that she had forgotten to mention that Telegraph Hill has many dead-end streets; and, in order to discourage requests for vacation of those streets to increase the density potential of adjacent parcels of property, she felt that all unconstructed street areas on the hill should be included in the Open Space district.

Maris Fravel, 874 Chestnut Street, stated that he considered it a privilege to be able to live on Russian Hill. He believed that construction of additional high-rise buildings on Russian Hill would reduce the number of families living in the neighborhood and would cause economic pressures for construction of even more high-rise buildings.

The Director, in responding to some of the comments and suggestions which had been made by members of the audience, assured Mr. Katz that the staff of the Department of City Planning would consider the desirability of surrounding Washington Square with a 40-foot height limit district. With regard to the issue of height limits north and south of the Ferry Building, he noted that the existing height limits had only recently been adopted by the Board of Supervisors; and the members of the City Planning Commission would have to decide whether they wished to reopen that issue again. He stated that the staff would consider the requests which had been received from individual property owners for specific changes in the height limits being proposed, just as consideration would be given to the requests of individuals and organizations for neighborhood-wide changes. In reply to comments made by Mr. Starbuck, the Director stated that the end of the building boom to which he had referred in November, 1971, was the building boom which had been generated by Proposition T. Furthermore, the high-rise buildings which Mr. Starbuck had cited as examples of buildings which have been approved since November, 1971, with the exception of the twin towers on Russian Hill, either had been approved by the City prior to that date or had not sought or been given approval. He stated that he was in total agreement with some of the suggestions which had been made by the American Institute of Architects; and he indicated that he would give consideration to other suggestions which had been made by that organization. In conclusion, he noted that while several speakers had been critical of the City Planning Commission, implying that it does not listen to the public, he emphasized that the Commission has, more than any other Commission in the country, recommended and achieved controls in a more, rather than less, restrictive direction.

President Newman stated that since there were no further persons wishing to be heard, the public hearing would be adjourned to the meeting of the City Planning Commission scheduled on May 25, 1972, at 2:30 p.m. in Room 282, City Hall.

The meeting was adjourned at 10:25 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION
NOTICE OF CANCELLATION
OF REGULAR MEETING
THURSDAY
APRIL 13, 1972
100 LARKIN STREET

This is to advise that the Regular Meeting of the City Planning Commission
scheduled for Thursday, April 13, 1972, will be cancelled.

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, April 20, 1972.

The City Planning Commission met pursuant to notice on Thursday, April 20, 1972, at 2:15 p.m. at 100 Larkin Street.

PRESENT: Walter S. Newman, President; James J. Finn, Thomas G. Miller and John Ritchie, members of the City Planning Commission.

ABSENT: Mrs. Charles B. Porter, Vice-President; Mortimer Fleishhacker and Hector E. Rueda, members of the City Planning Commission.

The staff of the Department of City Planning was represented by Edward I. Murphy, Assistant Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Dean L. Macris, Assistant Director - Plans and Programs; Richard Gamble, Planner IV; Marie Carlberg, Planner III; Beatrice Ryan, Planner III; Sidney Shaw, Planner III; DeWayne Guyer, Planner II; Alan Lubliner, Planner II; and Lynn E. Pio, Secretary.

Ralph Craib represented the San Francisco Chronicle; Donald Canter represented the San Francisco Examiner.

1:00 P.M. - FIELD TRIP

The field trip to properties which will be considered during the zoning hearing scheduled for May 4, 1972, was postponed until 1:00 p.m. on April 27, 1972.

2:15 P.M. - 100 LARKIN STREET

APPROVAL OF MINUTES

It was moved by Commissioner Finn, seconded by Commissioner Ritchie, and carried unanimously that the minutes of the meetings of March 9, 16, and 30, 1972, be approved as submitted.

CURRENT MATTERS

Edward I. Murphy, Assistant Director of Planning, called attention to the fact that two Commission meetings have been scheduled for next week. A public hearing on height and bulk controls proposed for the northwestern quadrant of the City has been scheduled for Wednesday night, April 26, at 7:00 p.m. in the Auditorium of the Roosevelt Junior High School at 460 Arguello Boulevard, between Clement Street and Geary Boulevard. On Thursday, April 27, the Regular Meeting of the Commission will commence at 1:00 p.m. with a field trip.

Mr. Murphy advised the Commission that a Committee field trip will also be scheduled on Wednesday, April 26, at 1:30 p.m. to review the height and bulk controls for the northwestern quadrant of the City which will be the subject of the public hearing to be held that evening.

Mr. Murphy requested the Plan Implementation Committee (Commissioners Finn, Newman, Porter) to meet next Wednesday, April 26, at 3:30 p.m.

DISCRETIONARY REVIEW OF A BUILDING APPLICATION FOR A 50-UNIT, 192-FOOT HIGH, BUILDING AT THE NORTHEAST CORNER OF GREEN AND JONES STREETS. BUILDING HEIGHT ABOVE 40 FEET CAN BE PERMITTED ONLY IF AUTHORIZED SPECIFICALLY BY THE CITY PLANNING COMMISSION.
(UNDER ADVISEMENT FROM MEETING OF MARCH 9, 1972).

Mr. Murphy advised the Commission that a letter had been received from Stanley Wang, Vice-President/Treasurer of Hecny Transportation, Inc., the applicant, requesting that further hearing of the application be postponed until May 11, 1972, to provide further opportunity for the applicant to work closely with the neighborhood to arrive at a scheme which would conform as much as possible to the general character of the neighborhood. Mr. Murphy recommended that the request for postponement be approved.

After discussion it was moved by Commissioner Miller, seconded by Commissioner Ritchie, and carried unanimously that hearing of this matter be postponed until the Commission's hearing on May 11, 1972.

R72.4 VACATION OF WARE STREET EAST OF SAN BRUNO AVENUE.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"Ware Street originally extended--on paper--between San Bruno Avenue and Bayshore Boulevard, in the days before the James Lick Memorial Freeway was built. It has now all been covered by freeway or freeway landscaping except for a small portion, a parallelogram with dimensions of 69 feet on two of the sides and 104 feet on the two other sides, on the east side of San Bruno Avenue in the area between Mansell and Olmstead Streets. The depth of the street area perpendicular to San Bruno Avenue is 40 feet.

"Ware Street is an easement street. It is in the R-1 zone along the freeway. To the immediate north is a small dwelling and a billboard, in the C-2 zone. To the south is vacant property recently sold as excess by the State Division of Highways, whose present owner had been denied a rezoning from R-1 and R-3 to C-2 for purposes of constructing a motel (ZM72.1).

"There is no apparent public use for the street area. After it is vacated and apportioned to the owners on either side, they could merge it with their own properties or sell it as separate lots."

At the conclusion of his presentation, Mr. Steele recommended that the Director be authorized to report that the vacation of Ware Street east of San Bruno Avenue is in conformity with the Master Plan.

William Muller, owner of property located at 3067 San Bruno Avenue, stated that he had initiated the petition requesting vacation of the subject portion of Ware Street; and he indicated that he had filed a law suit requesting that he be permitted to claim the entire vacated street area rather than just to the center line since he was the only abutting property owner, other than the State of California, when the petition for the street vacation was filed. He stated that he was in favor of the proposed vacation of the street.

President Newman stated that the City Planning Commission could act only on the request for vacation of the street; and he emphasized that it would be up to the courts to make a decision regarding the abutting owners' claims.

Louis Piver, 310 Naglee Street, stated that he, also, was in favor of the proposed vacation of Ware Street; however, as the owner of property abutting the street, he felt that he should be able to claim one-half of the area to be vacated.

After further discussion it was moved by Commissioner Finn, seconded by Commissioner Ritchie, and carried unanimously that the Director be authorized to report that the vacation of Ware Street east of San Bruno Avenue, as shown on SUR-772, is in conformity with the Master Plan.

R72.10 SALE OF PROPERTY SURPLUS TO GENEVA AVENUE
WIDENING; BLOCK 6948, LOT 26; BLOCK 7029, LOT 28.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), advised the Commission that Lot 26, Block 6948, at the northeast corner of Howth Street and Geneva Avenue, has a width of 8 feet and a length of 87 feet along Geneva Avenue. He indicated that the abutting owner had expressed an interest in acquiring the property. Lot 28, Block 7029, at the southeast corner of Cayuga and Geneva Avenues, is three feet by ninety feet long along Geneva Avenue. He recommended that the sale of the lots, both of which are zoned R-1, be approved as in conformity with the Master Plan provided that each lot is sold only to the adjoining owner and is merged with the adjoining lot.

After discussion it was moved by Commissioner Miller, seconded by Commissioner Finn, and carried unanimously that the Director be authorized to report that the sale of Lot 26, Block 6948, and Lot 28, Block 7029, is in conformity with the Master Plan provided that each lot is sold only to the adjoining owner and is merged with the adjoining lot.

R72.15 VACATION OF A PORTION OF PERU AVENUE SOUTH OF
VALMAR TERRACE.

Mr. Steele recommended that consideration of this matter be postponed.

After discussion it was moved by Commissioner Finn, seconded by Commissioner Ritchie, and carried unanimously that consideration of this referral be postponed until returned to the calendar by the staff.

R72.16 SALE OF BRYANT STREET PIPE YARD, BLOCK 3777, LOT 52

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"The Water Department no longer uses its Bryant Street pipe yard, a 1.37 acre vacant parcel located in the M-2 zone on the south side of Bryant Street between 4th and 5th Streets. It has a 50-foot height limit with no bulk limit under the interim height and bulk controls.

"The City Planning Commission considered the sale of the property (R64.17) in 1964 and its lease R66.15 in 1966, and found both in conformity with the Master Plan. The property has been leased to the Post Office as a parking lot but this use has terminated.

"The property is in the second row of blocks south of the Yerba Buena redevelopment project. It seems to be too far south and east of concentrations of residential uses in the South of Market area to be useful for either recreational or residential development."

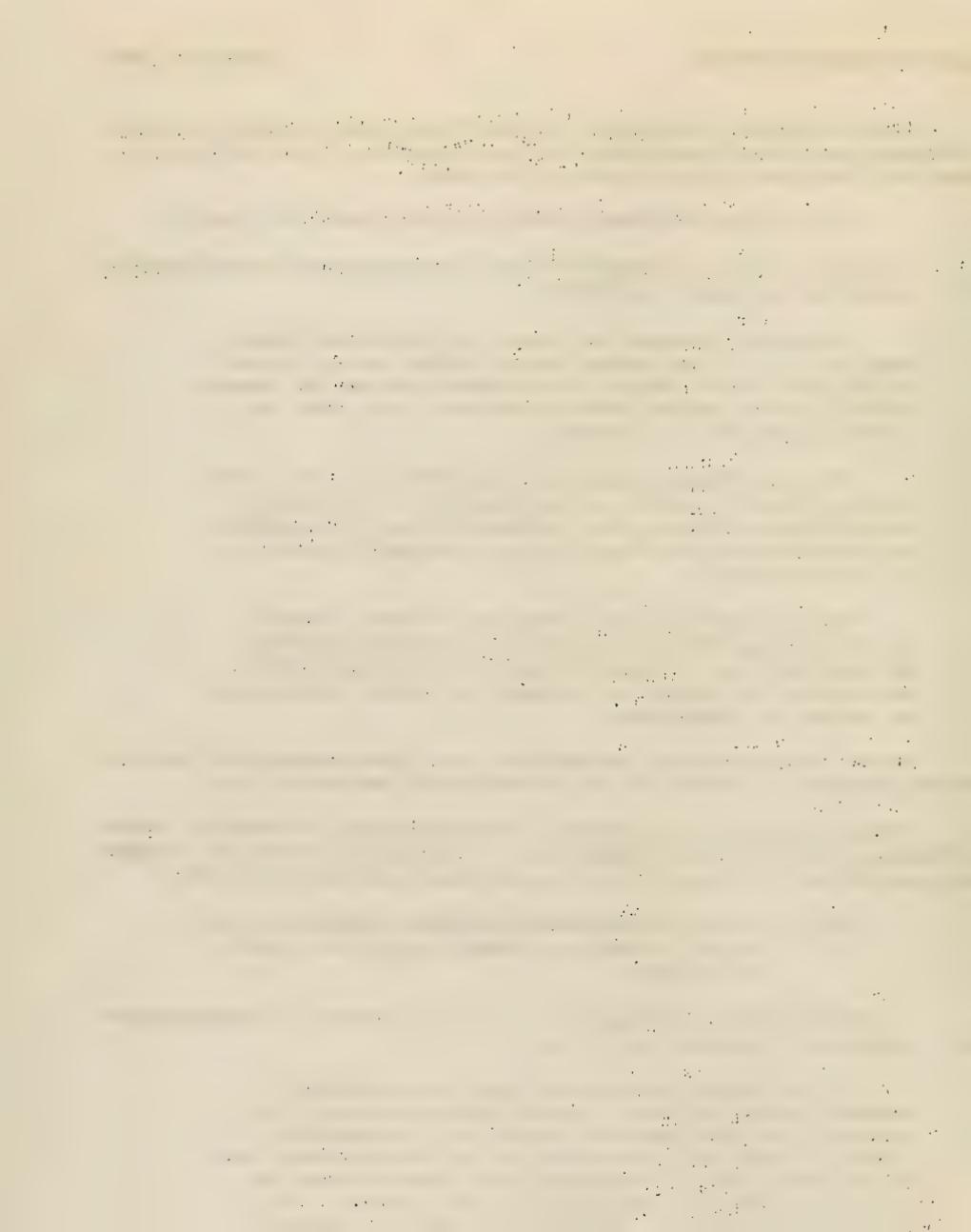
At the conclusion of his presentation, Mr. Steele recommended that the sale of the property be approved as in conformity with the Master Plan.

After discussion it was moved by Commissioner Finn, seconded by Commissioner Ritchie, and carried unanimously that the Director be authorized to report that the sale of Lot 52, Block 3777, is in conformity with the Master Plan.

R72.21 WILLOW STREET BETWEEN VAN NESS AVENUE AND POLK STREET, CHANGE IN SIDEWALK WIDTHS FROM 7 FEET TO 3.5 FEET.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"Willow Street is a typical alley in the northeast quadrant of the city with a 21-foot roadway and two 7-foot sidewalks. As with most such alleys, it is one-way and parking is permitted for one hour on one side and prohibited on the other side, but customarily both sides are used for parking with the cars encroaching on the sidewalks. The purpose of the sidewalk narrowing is to provide one more legal parking lane, although it is not yet decided whether it would be put into a yellow zone or whether it would have parking meters.



"Willow Street runs parallel to and between Eddy and Ellis Streets. The request for the sidewalk narrowing in this block comes from the Police Department, which has its Northern Station located on Ellis Street and backing on Willow Street.

"Other uses with service entries on Willow Street can be classified as heavy commercial.

"The Department of Public Works proposes, to save costs, to leave the sidewalks at their full width wherever there is a light pole, fire hydrant, fire escape or sidewalk elevator. The work would be done with gas tax money."

At the conclusion of his presentation, Mr. Steele recommended that the proposed sidewalk narrowing be approved as in conformity with the Master Plan.

After discussion it was moved by Commissioner Miller, seconded by Commissioner Ritchie, and carried unanimously that the Director be authorized to report that the narrowing of the sidewalks on Willow Street between Van Ness Avenue and Polk Street, from 7 feet to 3.5 feet, is in conformity with the Master Plan.

R72.25 CHANGES OF OFFICIAL SIDEWALK WIDTHS, NOE AND
SANCHEZ STREETS BETWEEN MARKET STREET AND
DUBOCE AVENUE FROM 19 FEET TO 13 FEET AND
30 FEET RESPECTIVELY.

Richard Gamble, Planner IV, reported on this matter as follows:

"Sidewalk width changes are but one aspect of this beautification parking traffic control project in the Duboce Triangle FACE area. The sidewalks, currently 19 feet wide, will be narrowed to 13 feet in some places to provide perpendicular and diagonal parking, and widened to 30 feet in other places for pedestrian plazas. Parallel parking will be retained on the first half block north of Market and around the Fire Station on Sanchez, elsewhere the roadway width will be narrowed from 28.5 feet between parking lanes to 22.5 feet, discouraging through or fast traffic. Several center islands are also included and will help protect the streets from through traffic. Not shown on the drawings are two landscaped center islands on Noe Street, one at each end of the Franklin Hospital block.

"The project will also include street trees, burial of utility wires and new street lighting on both streets from Market to Duboce.

"The concept and design have been worked out over several years of collaboration between our staff, the Division of Traffic Engineering, the Duboce Triangle Planning Advisory Committee, and in a series of meetings with the property owners. All owners have been sent drawings of the design in the vicinity of their property and numerous changes have been made to accommodate their desires. As a result, no opposition has been voiced at Department of Public Works' public hearings on the sidewalk width or utilities burial.

"A major consideration in this project is property owner liability and maintenance responsibility for the plaza areas. Owners fronting these plazas should not have a greater burden than those with the narrower sidewalks. Ordinarily the property owner is responsible for the full official sidewalk width."

At the conclusion of his presentation, Mr. Gamble informed the Commission that the Director had recommended that the proposed changes in official sidewalk widths on Noe and Sanchez Streets between Market Street and Duboce Avenue be approved as in conformity with the Master Plan subject to two conditions. The first condition was that the landscaped center islands at the foot of Beaver Street and Henry Street and on Noe Street at 14th and Duboce and on Sanchez Street at 14th Street be included in the project. The second condition was that provision be made whereby property owners abutting the 30 foot wide plazas be relieved of any responsibilities for (the/tree) maintenance beyond a 13 foot wide sidewalk strip. Mr. Gamble stated that he had had difficulty determining whether the Director had written the word "the" or the word "tree" in the second condition.

President Newman inquired about the effect which the proposed project would have on parking in the area. Mr. Gamble replied that the proposed project would increase the amount of parking available in the area by approximately 30%. In response to another question raised by President Newman, Mr. Gamble stated that the project would probably encourage new traffic to use Duboce and Divisadero Streets rather than Noe and Sanchez Streets. He also indicated that the Inter-departmental Staff Committee on Traffic and Transportation (ISCOTT) had reviewed and approved the proposal.

John Sanger, a member of the Duboce Triangle Planning Advisory Committee, remarked that numerous compromises had been made during the two years in which the proposed project had been under discussion; and he believed that everyone involved was satisfied with the final plan. He emphasized, however, that the proposal had been agreed to on the assumption that individuals owning property abutting the 30 foot wide plaza areas would not be subject to any greater legal liability than individuals owning property on 13 foot wide sidewalks. He stated that individuals owning property abutting the plazas would be more inconvenienced than others by the proposed project; and he did not feel that they should also be required to maintain the plaza areas or that they should be placed in a position of having to assume liability for accidents which might occur in those areas. Mr. Murphy felt that the Director, in his written recommendation, had clearly intended that provisions should be made whereby property owners abutting the 30 foot wide plazas should be relieved of any responsibilities for tree maintenance beyond a 13 foot wide sidewalk strip.

Mr. Sanger asked if the Commission would also recommend that the abutting property owners be freed of any liability for the plaza areas. Mr. Murphy replied that the issue of liability was a legal matter which would have to be resolved by the Board of Supervisors.

Mr. Gamble stated that the trees in the plaza areas would be installed with gas tax funds; and, as a result, the City would have responsibility for maintenance of the trees. Therefore, a recommendation that abutting property owners should be relieved of any responsibilities for tree maintenance would be irrelevant.

Mr. Murphy recommended that action on the proposal be deferred for one week so that the recommendation of the Director could be clarified.

President Newman requested that the matter be discussed with the City Attorney during the interim so that the Commission could be advised of the limits of its authority. He then asked if street furniture would be installed in the plaza areas. Mr. Gamble replied that no street furniture would be installed initially since the project would be undertaken with FACE funds.

After further discussion it was moved by Commissioner Finn, seconded by Commissioner Miller, and carried unanimously that this matter be taken under advisement until the meeting of April 27, 1972.

REVIEW OF PRELIMINARY PLANS FOR SAFEWAY STORE TO BE
LOCATED ON TARAVAL STREET BETWEEN 17TH AND 18TH AVENUES.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"Pursuant to the City Planning Commission Resolution No. 6685 adopted on February 4, 1971, wherein the Commission established a policy of reviewing under its discretionary review authority permit applications based on the C-2 classification of the site reclassified from R-1, together with the adjoining commercial frontage on Taraval, the reclassified area being lots 8B, 9, and 19 in Assessor's Block 2346, the preliminary plans for the development have been scheduled for review.

"During the past year a considerable number of discussions with residents of the neighborhood and this Department have taken place both with Safeway Stores, Inc. and the architects for the proposed development. The preliminary plans indicate a one-story Safeway store with its main entrance on Taraval and with parking at the level of the store along 18th Avenue with its entrance on Taraval and a parking deck for 77 automobiles on the roof with entrance and exit from 17th Avenue. Landscaping has been indicated as requested by the staff including planters for vines on the Taraval Street frontage, as well as along the proposed

chain link fence with redwood slats proposed to be erected along the northerly boundary of the development adjacent to the residential properties. In addition, considerable planting on the 17th Avenue frontage and a set-back from the property line is provided for adjacent to the residential properties where presently a set-back exists. Circulation from the roof-top parking area to the store is provided for with an elevator, and stairs are also provided.

"The facade treatment of the building is similar in nature to that approved for a Safeway store on Monterey Boulevard and with the indicated landscaping it would appear to be in harmony with the surrounding neighborhood. It should be noted that the mechanical equipment room, required for refrigeration and air conditioning equipment, is located within the building adjacent to Taraval Street at the corner of 18th Avenue.

"The proposed building plans, marked Exhibit A, have satisfied the conditions of Resolution No. 6685 and it is recommended that the Commission approve the preliminary plans and authorize the Department to approve a building application for the proposed development without further Commission review if the final plans are in conformity with the preliminary plans."

Mr. Ludwig, representing the design department of Safeway Stores, Inc., stated that he had met with the attorney who represents owners of an adjacent parcel of property and had agreed that his firm would pay for any foundation work required for the adjacent dwelling as a result of the proposed project, that his firm would spend up to \$1,250 for siding materials for the dwelling, and that a fence would be installed at the property line. He stated that the refrigeration equipment for the proposed facility had been moved to a new location on the site; and, as a result, he did not believe that noise would be a problem for adjacent residents. In conclusion, he advised the Commission that the plans had recently been modified to expand an emergency egress housing on the roof of the building three feet westward so that it could include an air intake vent for the air conditioning system; and, even though the air intake vent would be located in close proximity to the adjacent residential building, he did not feel that it would create any noise problem.

Joseph Balanesi, attorney for Mr. and Mrs. Peter Luchesi, owners of the adjacent dwelling, stated that the agreement which he had reached with Mr. Ludwig was only a verbal understanding and had not yet been written down or signed. He also indicated that his clients had been given no factual information about the air intake vent which had just been added to the plans. Under the circumstances, he hoped that the Commission would postpone action on the plans until the agreement has been executed in writing and until his clients have had an opportunity to satisfy themselves that the air intake vent will not create a noise problem. He also asked that he be notified when final plans for the proposed project come before the Commission for review.

Mr. Ludwig advised the Commission that the fan for the air conditioner would be located at a considerable distance from the air intake opening; and, as a result, he was confident that no noise problem would ensue. If he were mistaken, the duct could be lined or, alternatively, fresh air could be pulled from another location.

Roger Mainieri, acoustical consultant for the applicant, stated that he had not finalized his conclusions regarding the air intake system; however, he did not believe that the duct would create a noise problem.

Mr. Murphy recommended that the preliminary plans, as modified, be approved. If the issues between the applicant and the adjacent property owner could be resolved, the final plans would not have to come before the Commission for review; however, if agreement could not be reached, the Commission could conduct a review of the final plans, giving consideration to those issues at that time.

Commissioner Miller asked about the amount of parking to be provided on the site. Mr. Ludwig stated that the amount of parking proposed would be in conformity with the requirements of the City Planning Code; and he was confident that it would be adequate to serve the needs of the store.

Commissioner Miller stated that he was concerned about the size of facilities being proposed in C-1 and C-2 zones, which were originally conceived as neighborhood shopping districts; and he felt that the appropriateness of a facility such as the one under consideration or the Safeway store previously approved in a C-1 District on Monterey Boulevard should be judged by their impact on the adjacent residential neighborhood. He then asked for an explanation of the facilities which would be provided for unloading of trucks on the subject site.

Mr. Ludwig replied that all trucks would enter an enclosed loading area from Taraval Street. Under the circumstances, the loading or unloading should have no impact whatsoever on the neighborhood. In response to another question raised by Commissioner Miller, Mr. Ludwig stated that all garbage from the proposed facility would be stored within the building.

President Newman asked what action would be taken by the Department of City Planning if the plans should be approved and if the air intake duct should later prove to be a noisy feature. Mr. Steele replied that he could issue a cease and desist order requiring that the problem be resolved.

Mr. Balanesi felt that it would be preferable for the Commission to resolve the noise issue before taking action to approve the plans.

Commissioner Ritchie asked if the air intake duct could be installed in another location. Mr. Ludwig replied in the affirmative but indicated that automobile exhaust fumes would probably be pulled into the system if the duct were to be installed in an alternate location in the parking area.

Commissioner Ritchie then asked if it would be possible for the air intake duct to be located further south on the roof. Mr. Ludwig replied that the air intake duct would then have to have its own housing; and he felt that security would be less difficult if the duct were to be incorporated into the emergency exit housing.

Commissioner Miller asked if any signs other than those depicted in the rendering of the proposed building would be installed. Mr. Ludwig replied in the negative.

After further discussion it was moved by Commissioner Miller, seconded by Commissioner Ritchie, and carried unanimously that the plans be approved as modified. The Commission also requested that final plans for the proposed project be brought before it for review.

REVIEW OF PRELIMINARY PLANS FOR ADDITION TO THE BECK
MOTEL AT MARKET AND 15TH STREETS.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"Pursuant to Planning Commission Resolution No. 6750 adopted September 2, 1971 by the Planning Commission when it recommended reclassification of Lot 27 and a portion of Lot 30 in Assessor's Block 3560 to a C-2 district, which established a policy of reviewing under its discretionary authority the building plans for a use based on the C-2 classification, a preliminary plan for the addition to Beck's Motel has been scheduled for your review. The proposal is for a two-floor, ten-room addition to the motel with 19 off-street parking spaces; 10 below the grade of 15th Street accessible from both the Market and 15th Street frontages and 9 at grade in an open garage with access from 15th Street. A four-foot fence with a landscaped planter strip will screen the parking from the street except at driveways. Six street trees are proposed for the 15th Street frontage. The facade proposed for the building is sympathetic to the residential development on 15th Street and has a generally residential character. The preliminary plan for the proposed building addition to the Beck's Motel marked Exhibit A has satisfied the conditions of Resolution No. 6750 and it is recommended that the Commission approve the preliminary plan and authorize the department staff to approve a building application for the proposal without further Commission review if the plans conform to the preliminary plan marked Exhibit A."

Mr. Beck, the applicant, felt that his architect had done an excellent job on the project. He believed that the motel addition would be an asset to the neighborhood; and he remarked that less space would be devoted to driveways upon completion of the project than at the present time.

Bernyl Reed, 2118 15th Street, stated that he was concerned that adequate landscaping be installed and maintained on the subject site. He remarked that adjacent commercial property had been landscaped; however, since the landscaping had not been maintained, it had died. Under the circumstances, he felt that it was extremely important that adequate provision should be made for maintenance of the landscaping to be installed by the present applicant.

Mr. Beck stated that he had already installed and maintained landscaping for his motel without being required to do so; and he assured the Commission that he would maintain the landscaping which will surround the new addition.

After further discussion it was moved by Commissioner Miller, seconded by Commissioner Ritchie, and carried unanimously that the preliminary plans be approved. The Commission indicated, however, that it wished to have the final plans for the project brought before it for review instead of having the review accomplished administratively by the staff of the Department of City Planning.

SELECTION OF PROJECT BOUNDARIES FOR THE PROPOSED
STOCKTON-SACRAMENTO REDEVELOPMENT PROJECT AREA

and

CONSIDERATION OF A PRELIMINARY PLAN FOR THE PROPOSED
STOCKTON-SACRAMENTO REDEVELOPMENT PROJECT AREA.

Dean L. Macris, Assistant Director - Plans and Programs, noted that the City Planning Commission, on August 19, 1971, had adopted a resolution endorsing the immediate implementation of the housing proposals which had resulted from the Chinatown 701 Planning Project; and, subsequently, the Commission had adopted a resolution on February 24, 1972, requesting that the site at the southwest corner of Stockton and Sacramento Streets be designated as a Redevelopment Survey Area. In response to that request, the Board of Supervisors had adopted a resolution on March 20, 1972, designating the site as a survey area. The next actions required by State law would be action on the part of the Commission to designate the boundaries of the project area and to adopt a preliminary plan for the redevelopment project area. Mr. Macris stated that the legal boundaries of the project area were described in a draft resolution which had been distributed to the members of the Commission. The Commissioners had also received a copy of the proposed preliminary plans for the redevelopment project and a draft resolution which would express approval of the plan and which would authorize the Director of Planning to transmit the plan to the Redevelopment Agency. He stated that the proposed preliminary plan would provide for retention of the existing major street pattern and would specify that possibly 210 housing units should be constructed on the site for households of moderate and low income, at least 20% of which would have three or more bedrooms for family accommodations with the remaining units for small families, the elderly and singles. He then called on DeWayne Guyer, Planner II, to describe the urban design terms of reference which were contained in the proposed preliminary plan.

Mr. Guyer described the urban design terms of reference as follows:

"a. Any buildings on the site must conform to adopted urban design standards of the City Planning Code concerning height and bulk and other guidelines applicable to development of the site. Bulk guidelines require that portions of high-rise structures above 80 feet should not exceed a maximum plan dimension of 110 feet or a maximum diagonal dimension of 140 feet.

"b. All facades of residential structures should have windows and should be set back from the property lines common with potentially developable land.

"c. Development along sidewalks should respond to pedestrian scale with texturing, planting and, where possible, sitting areas for elderly persons. Low elements should be compatible with surrounding development.

"d. Residential towers should be sited to optimize views from other properties on the hill and to relate to the form of the hill.

"e. Parking entrances to the site should be located to minimize the impediment of existing and future traffic movement.

"f. Housing units, three or more bedrooms in size, should have a privately accessible exterior space such as a patio or terrace. Smaller housing units should be provided with some outdoor planter boxes.

"g. For elderly tenants, consideration should be given to separate dining or food service facilities.

"h. Community facilities and open space should be designed to best serve the needs of residents of the project and of immediate neighborhood.

"i. Outdoor space for children should be provided in a protected area conveniently accessible from the sidewalks at the upper levels of the site. Separate outdoor space for the elderly should be designed to allow observation of children's play.

"j. Open space and recreation facilities should be visible from and oriented to street frontages to encourage use by residents of the surrounding area as well as project residents. Large trees should be provided."

Mr. Macris advised the Commission that the proposed preliminary plan had been reviewed with the Chinatown Coalition for Better Housing on Tuesday evening; and the members of that committee had indicated their support for the staff proposal. The staff of the Redevelopment Agency had also been involved in the process of preparing the preliminary plan and were in agreement with the recommendations of the staff of the Department of City Planning. He recommended that the two draft resolutions which had been placed before the Commission be adopted.

Reverend Harry Chuck, representing the Chinatown Citizens Advisory Committee and the Chinatown Coalition for Better Housing, emphasized the need for housing for families and for elderly people in Chinatown; and he indicated that the details of the preliminary redevelopment plan had been worked out carefully with all of the agencies which would be involved with the project.

Mrs. Jewell Styles, owner of property located at 2 Pratt Place, stated that she had received a letter from Mr. Soo Hoo, owner of property which is also included within the boundaries of the proposed redevelopment project area, in which he had criticized the density of the proposed project and had questioned how anything helpful could be achieved by crowding that many people on such a small site. He believed that the net result of the proposed project would be the creation of a new ghetto; and he believed that it would be preferable to reduce the size of the site and to allow the owners of property above the tunnel to develop their properties privately.

Mrs. Styles stated that she had not been aware of the proposed redevelopment project until she had read about it in the Chronicle in January; and she believed that some of the other owners of property involved had not yet been notified. She stated that she had spent her entire life on the Pratt Place property; and, although she would not be happy to leave her home, she would be willing to move if her property could be used to contribute to a good public purpose.

Mr. Macris stated that he had met with Mr. Soo Hoo on two occasions to discuss the proposed project. During those meetings he had stressed the fact that the 210 dwelling units being proposed would be considerably less than the number of units which would be allowed by the present R-5 zoning of the properties. The matter had also been discussed with representatives from the community; and they did not feel that the density of the proposed project would be excessive. In any case, he noted that the proposed development would provide not only housing but also usable open space.

James Malott, 2656 Larkin Street, estimated that each of the 210 dwelling units in the proposed project would have approximately 1,000 square feet of floor area, resulting in a building with a total floor area in excess of 200,000 square feet. Given the small size of the site and the existence of a 160-foot height limit, he believed that provision of a building with 200,000 square feet of floor area would necessarily result in a big and bulky building which would cover most of the site, leaving little room for open space. Furthermore, if parking were to be provided at a ratio of one parking space for each dwelling unit, a three and one-half floor parking structure covering the entire site, would have to be built.

He also remarked that as many as 120 children might be housed in the units containing three or more bedrooms which would comprise only 20% of the units in the project; and he felt that the site would be too small to accommodate that many children. All things considered, he believed that the density of the proposed project might be too high.

President Newman remarked that the quality of life to be provided in the proposed project should be considered to be as important as the number of people to be accommodated; and, if it were financially possible, he felt that it would be desirable to reduce the number of dwelling units in the proposed project. He asked William Rosso, Architect for the Redevelopment Agency, if it would be possible to design a good project for the site while still observing all local, State, and Federal regulations.

Mr. Rosso replied that Federal regulations specify only that as many low income units as possible must be provided and not that the site should be developed to its maximum capacity. Contrary to Mr. Malott's estimate, the units in the project would not have an average floor area of 1,000 square feet. In fact, units for single and elderly people would contain only 400 or 500 square feet of floor area. However, while the units would be small in size, community eating facilities and other congregate features would be included in the project at the request of the community. With regard to parking, Mr. Rosso noted that the majority of units in the project would be for elderly people; and he noted that Federal statistics have shown that only 18 to 20% of elderly people with limited incomes have automobiles. Under the circumstances, the Redevelopment Agency would ask for a parking variance for the proposed project.

Commissioner Ritchie stated that it was his opinion that San Francisco already has too many redevelopment project areas. With regard to the specific project under consideration, he asked if adoption of the two draft resolutions which had been prepared by the staff of the Department of City Planning would preclude the Commission from any further involvement in the proposed development.

Mr. Macris replied in the negative and indicated that the Commission would still have an opportunity to review and take action on the final and more detailed Redevelopment Plan which will be prepared by the Redevelopment Agency. Commissioner Ritchie noted that the proposed preliminary plan also called for retail sales and office space uses on the site in addition to the dwelling units; and, since the proposed dwelling units alone would result in an extremely dense project, he wondered why commercial uses were also being recommended. Mr. Macris replied that the Redevelopment Agency, the Department of City Planning, and residents of the Community had agreed that commercial space should be provided to serve the needs of people residing in the project and others in the community and to make the project economically feasible.

Commissioner Ritchie questioned the desirability of crowding all of the proposed residential units, the commercial facilities, and parking lots and garage space on a site which contains less than 40,000 square feet of lot area; and he expected that the Redevelopment Agency would have to meet or exceed the maximum of 210 dwelling units to make the project feasible.

Mr. Rosso replied that it would be necessary to exceed the proposed maximum of 210 dwelling units on the proposed site only if a sizable increase in construction costs were to occur.

Commissioner Ritchie then asked if a certain percentage of the dwelling units in the proposed project would be reserved for elderly people. Mr. Rosso replied in the negative, stating that the only requirement established in the preliminary plan was that at least 20% of the units should be designed for families. He stated that the project would be designed so that the family units would be located in maisonettes near ground level, with the high-rise element being reserved for single and elderly people. In reply to a further question raised by Commissioner Ritchie, Mr. Rosso indicated that the high-rise portion of the project would not exceed the 160-foot height limit which is now in effect on the site.

Commissioner Ritchie remarked that it was his understanding that buildings with a height in excess of 80 feet on the subject site might also be subject to bulk restrictions; and, in view of these possible restrictions, he expected that it might be necessary to construct two 15- or 16-story towers on the site to accommodate the number of units being proposed. Mr. Rosso replied that the project had not yet been designed; and, as a result, no determination had been made as to whether one or two towers would be built.

Commissioner Ritchie then asked if dwelling units in the proposed development would be available only to Chinese people. Mr. Rosso replied in the negative, indicating that the Federal Government requires that positive steps be taken to obtain a racial balance in such projects. However, given the physical location of the site and the need for housing in Chinatown, he felt that it was clear that a majority of the occupants of the projects would be Chinese people.

Commissioner Ritchie stated that he could not imagine how the proposed project would take care of Chinatown's critical need for housing, particularly since dwelling units in the project would be promoted and advertised for all groups and not exclusively for Chinese people.

Mr. Rosso stated that no single project could solve the critical housing problems of Chinatown; however, completion of the proposed development would be a step in the right direction. He stated that the topography of the site is exceptionally steep; and, since it had been felt that it would not be appropriate to construct housing at street level near the entrance of the Stockton Tunnel, a decision had been made to provide office and commercial space at street level with a deck above which would provide 39,000 square feet of area for development exclusively with housing. As a result, the concept of the project would be somewhat similar to that of the Golden Gateway.

Commissioner Ritchie asked if it were possible that the 160-foot height limit on the site might be measured from Joice Street which is at a considerably higher elevation than Stockton Street. Mr. Rosso replied that the Department of City Planning's standards for measurement of height would be observed. However, he felt that it was extremely unlikely that the height of any building to be located on Stockton Street would be measured from Joice Street.

Commissioner Ritchie stated that he shared the concerns which had been expressed by Mr. Malott about the density of the proposed development; and, in view of the amount of land which the Redevelopment Agency has available in the Western Addition Project Area, he felt that it might be preferable to construct the proposed development in that area rather than on the subject site.

Mr. Rosso again emphasized that the high-rise portion of the proposed development would be reserved for single and elderly people; and he indicated that high-rise construction lends itself well to the needs of such people. In fact, high-rise buildings similar to the one now being proposed had been constructed for single and elderly people in both the Western Addition and the Hunters Point Redevelopment Project Area.

Commissioner Ritchie then asked about the rental rates for two-bedroom units in the proposed development. Mr. Rosso replied that the average rental rate for two-bedroom units would probably be \$40 per month with Federal subsidies; however, the rates charged to the occupants would be based on their actual income. In reply to a further question raised by Commissioner Ritchie, Mr. Rosso stated that the developer, in partnership with the community, would be responsible for selecting the tenants who would be occupying the proposed development. The developer would be able to rent units in the building to anyone of his choice providing that no laws were violated by the selection.

President Newman stated that he shared the concerns which had been expressed by Commissioner Ritchie. While the Redevelopment Agency has executed many fine projects in the City, it did not appear to him that the proposed development would offer its occupants a good quality life style. He doubted that it would be possible to provide a sufficient amount of open space on the site for the occupants of the building; and he did not feel that it would be desirable to crowd low-income people into a high-rise structure where only a minimum amount of air, light, and breathing space would be available.

Mr. Rosso stated that the high-rise structure to be built on the podium over the commercial facilities would have maximum dimensions of 110 feet by 110 feet. The remainder of the 39,000 square feet of space at the podium level would be developed with low-rise structures with individual patios or would remain as open space. He stated that he could not be more specific about the details of the proposed development since plans for the project had not yet been prepared.

Mr. Macris informed the Commission that staff members from the Department of City Planning and the Redevelopment Agency had raised environmental concerns similar to those mentioned by Commissioners Ritchie and Newman with members of the community in an attempt to make the community aware of the difficulties involved in providing the type of housing which it has demanded. While there is an urgent need for family housing in Chinatown, it was possible that that type of housing would not be workable on the subject site. In any case, plans for the proposed development had not yet reached the point where they could not be changed; and even if the Commission were to adopt the two resolutions which had been recommended by the staff, it would still have an opportunity in the future to review the final plans for the development with more information based on environmental concerns, economics, and the needs of the community. A long process would be involved in bringing the proposed project to fruition; and there was no assurance that either the Board of Supervisors or the Federal Government would approve the final plans for the proposed development. Yet, he felt that the preliminary plan which had been prepared by the staff of the Department of City Planning would provide workable guidelines

for the Redevelopment Agency to use in preparing final plans; and, as a result, he felt that the preliminary plans should be approved by the Commission. He emphasized that the density proposed in the preliminary plan would be considerably less than that which would be allowed by the present zoning of the property; however, if the Commission so desired, it could send the question of density back to the staff for further analysis.

President Newman stated that while the density being proposed might seem reasonable to the staff, it seemed unreasonable to him; and he emphasized that it is the responsibility of the Commission to represent the best interests of the City of San Francisco. He recognized the need for good family housing in the City; however, he did not feel that the proposed project would provide good family housing for the residents of Chinatown or for any other segment of the community.

Commissioner Miller stated that he would be inclined to approve the preliminary plan; and, if the other members of the Commission felt that the density being proposed was unreasonable, he felt that they should consider rezoning the subject site, as well as other properties in Chinatown, to R-3. He remarked that Chinatown has special problems, including the fact that many of its residents find it necessary to live in the area for a variety of reasons, including the fact that many of them speak only Chinese. Another problem of Chinatown is that it has some of the worst housing in the City. He remarked that the present density on the subject site is 51 dwelling units; and he felt that any increase of density on the property would constitute an improvement, especially if the housing were to be designed especially for elderly people. Under the circumstances, he felt that the preliminary redevelopment plan should be approved.

Commissioner Ritchie felt that the matter should be returned to the staff of the Department of City Planning for a re-evaluation of the density being proposed; and he moved that that action be taken. The motion was seconded by Commissioner Miller.

Commissioner Finn stated that the proposed development might result in housing which would be considerably better than much of the housing which is presently available in Chinatown; however, since the project would be undertaken by the Redevelopment Agency and the Federal Government rather than by a private entrepreneur, he felt that special care should be taken to assure that the development would not be "just another tenement." Therefore, he supported the motion for return of the matter to the staff of the Department of City Planning for evaluation.

Mr. Macris asked the Commission if it would be willing to adopt the draft resolution establishing the boundaries for the project area at the present time. The Commission replied in the negative.

When the question was called, the Commission voted unanimously to postpone action on both of the issues under consideration pending further staff analysis of the density being proposed.

REPORT ON PROPOSED EXPANSION OF THE COMMUNITY COLLEGE DISTRICT

Dean L. Macris, Assistant Director - Plans and Programs, stated that the Board of Supervisors, on December 20, 1971, had adopted a resolution calling upon the Department of City Planning to render assistance and guidance on the location of campuses for San Francisco State and City Colleges. As a result, the staff of the Department of City Planning had been working closely with the Community College District which is responsible for the City College of San Francisco and for adult occupational education. The Community College District is presently formulating a Master Plan for its programs; and, when the Master Plan is completed, a bond issue will be proposed to complete City College and to build whatever satellite adult and community college centers are deemed to be appropriate. He noted that a memorandum which had been prepared by the staff of the Department of City Planning had been distributed to the individual members of the Commission; and he called on Louis Batmale, President/Superintendent of the Community College District, to comment upon his agency's expansion plans.

Dr. Batmale reviewed the factual data which was contained in the memorandum which had been prepared by the staff of the Department of City Planning and advised the Commission that he hoped to obtain its endorsement for the proposed bond issue which will probably be included on the ballot in 1973.

Commissioner Miller remarked that the Community College District is providing the only meaningful vocational program for minorities and for poor people; and, while the program is a great community asset, he felt that it is not fully appreciated. He commended Dr. Batmale for the program which his agency is carrying out.

President Newman, noting that the Commission is holding hearings to receive comments from the public on the height and bulk proposals which had been recommended by the staff of the Department of City Planning, indicated that individuals living in the area of City College had appeared at one of the hearings to object to the 160-foot height limit which was being proposed for the City College campus. Under the circumstances, he wondered how large an expansion of the facilities on the site were being contemplated in the proposed Master Plan.

Dr. Batmale stated that the highest buildings being proposed would not exceed six stories in height; and he stated that he would not blame residents in the neighborhood for being opposed to construction of sixteen-story buildings on the campus. He stated that residents of the area were also concerned about parking congestion in the vicinity of the campus; and he was hopeful that an agreement could be reached with the Water Department for construction of additional parking on the reservoirs which lie adjacent to the campus.

Commissioner Miller suggested that more intensive use of the reservoirs would be desirable.

President Newman expressed the Commission's appreciation to Dr. Batmale for providing information at an early date about the future development plans of his agency.

DISCRETIONARY REVIEW OF SITE PERMIT APPLICATION NO. 407971
FOR A 14-UNIT APARTMENT BUILDING, IN EXCESS OF 40 FEET,
AT 1180 FILBERT STREET. BUILDING HEIGHT ABOVE 40 FEET CAN
BE PERMITTED ONLY IF AUTHORIZED SPECIFICALLY BY THE CITY
PLANNING COMMISSION

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"Scheduled for consideration today under the Commission's discretionary review process are final building plans filed as a site permit for a 14-unit apartment building at 1180 Filbert Street. The Planning Commission previously reviewed and approved final preliminary plans for the same building on January 20, 1972. At that time the plans were reviewed under the regulations adopting the Interim Height and Bulk Controls of August 26, 1971. The staff memorandum prepared for the January 20 discretionary review stated that 'if the subject proposal is approved by the Commission, the applicant will complete drawings necessary to obtain a building permit and commence construction.' The applicant was informed by the staff of the Department of City Planning that the Planning Commission would be adopting revised final legislation for the proposed City Planning Code text for permanent height and bulk controls on February 17, 1972, but the applicant was unable to complete plans in time to file for a building permit prior to that date. Under the City Planning Code, building permit applications filed subsequent to the February 17, 1972, legislation are subject to that legislation, and that is why these plans must come back to you today.

"Building Permit Application #407971 includes plans by Frank L. Hope and Associates, Architects, dated March 31, 1972, with revised exterior elevations submitted April 1972. The 14 units proposed are substantially less than the 48 units permitted on the subject lot under the R-5 zoning.

"With revisions, there are no substantial changes from the preliminary plans approved by the City Planning Commission on January 20, 1972 and reviewed in detail in the staff memorandum of that date. Building dimensions and exterior appearance, as well as siting, coverage and other such factors remain exactly the same.

"There has been a reduction of one dwelling unit - from the 15 dwelling units proposed in January to 14 dwelling units included in the final plans. The parking plan has been improved to allow easier and safer egress."

At the conclusion of his presentation, Mr. Steele recommended that a draft resolution be adopted to approve the revised building permit application subject to a requirement that no permit of occupancy should be issued for the building until the development has been inspected by the Department of City Planning and found to be in general conformity with the architectural character and landscaping and screening specified in Resolution No. 6802 which was adopted by the Commission on January 20, 1972.

Jerry Thornton, architect for the applicant, stated that the contours of the site had made it difficult to stay within the 40-foot height limit.

Commissioner Ritchie asked if it would be possible to redesign the project so that it would conform to the 40-foot height limit. Mr. Thornton replied that the only way to reduce the height of the building would be to reduce the number of units proposed; and he noted that the number of units in the project had already been reduced from 15 to 14.

Robert McHugh, the applicant, stated that he had proceeded with development of more detailed plans for the project and had entered into financing and construction contracts following approval of the plans by the Commission on January 20. Under the circumstances, it would be a hardship for him if the Commission were to reverse its previous position.

Commissioner Ritchie stated that he had previously voted against the proposed development; and he indicated that he would vote against it again since it would violate the 40-foot height limit which the Commission is trying to preserve. If variances from the 40-foot height limit were to be granted on piecemeal basis, the height limitation would eventually become meaningless.

James Malott, 2656 Larkin Street, remarked that the subject property is located adjacent to older residential buildings; and he indicated that Mr. Baker, the owner of one of the adjacent parcels of property, was extremely concerned that precautions should be taken during the construction project so that his property would not be damaged. While he realized that a greater number of units would be permitted on the site by the R-5 zoning than were being proposed by the applicant, it was apparent that a greater number of units would not be feasible because of the difficulty of fulfilling the parking requirements of the City Planning Code on the site. Whereas most of the buildings existing in the neighborhood are only two floors high, the proposed project would have a height of four stories and would fill the entire site; and, as a result, it would not harmonize with other buildings in the area.

Commissioner Miller noted that five members of the Commission had voted in favor of the project previously while only two members had cast votes in opposition; and, since the developer had proceeded in good faith on the basis of that vote, and since the height of the building had actually been reduced since it was previously considered by the Commission, he felt that the revised plans, which had come before the Commission only because of a technicality, should be approved.

President Newman asked if it would be possible to excavate somewhat deeper on the site so that the height of the building could be brought into conformity with the 40-foot height limit. Mr. Thornton replied that additional grading would be extremely expensive; and, in addition, any further excavation would make it impossible to include bay windows on the front of the building.

Mr. Steele remarked that the height problem exists towards the rear of the building and not along the front property line; and he wondered if it would be possible to reduce the height of only the rear portion of the building to correct the problem.

President Newman asked if views would be available from rear windows in the building which might be affected by an additional 18 inch excavation. Mr. McHugh replied that the views might be slightly affected at a certain point by such additional excavation.

After further discussion it was moved by Commissioner Ritchie, seconded by Commissioner Finn, and carried 3 - 1 that the matter be taken under advisement until the meeting of April 27, 1972, to enable the applicant to give further consideration to the possibility of reducing the height of the building and to provide him with an opportunity of having a greater number of Commissioners present when the vote is taken. Commissioners Finn, Newman, and Ritchie voted "Aye"; Commissioner Miller voted "No."

The meeting was adjourned at 5:25 P.M.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Special Meeting held Wednesday, April 26, 1972.

The City Planning Commission met pursuant to notice on Wednesday, April 26, 1972, at 7:00 p.m. in the auditorium of Roosevelt Junior High School.

PRESENT: Walter S. Newman, President; Mrs. Charles B. Porter, Vice-President; James J. Finn, John Ritchie and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Mortimer Fleishhacker and Thomas J. Mellon, members of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Robert Passmore, Planner V (Zoning); Richard Hedman, Planner V - Urban Design; Peter Svirsky, Planner IV (Zoning); Dennis Ryan, Planner III - Urban Design; Alec Bash, Planner II; William Duchek, Planner II; Alan Lubliner, Planner II; John Phair, Planner II; Ronald Jonash, Planner II; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner.

ZT72.2 and ZM72.2
PUBLIC HEARING ON PROPOSED HEIGHT AND BULK CONTROLS
(NORTHWESTERN PORTION OF THE CITY)

President Newman welcomed members of the audience and explained how the height and bulk controls which were being considered had originated with the Urban Design Study which was begun by the staff of the Department of City Planning in 1968.

Allan B. Jacobs, Director of Planning, delivered the following introductory comments:

"I think it is important to point out, as we have done before, that these height and bulk controls would implement only one part of the Urban Design Plan. There are other parts that are just as important, relating to such concerns as reduction of traffic in residential areas, provision of more recreation space, improvement of the appearance of streets and other public areas, preservation of historic buildings, and restrictions on vacation of streets. These are not part of the present proposals, and must be accomplished in other ways.

"The controls for height and bulk grew out of the section of the Plan that concerns development of new buildings. The overall purpose of these controls is to guide future development and safeguard established qualities of the city. They

are intended to limit new buildings so that they will be better related to topography and natural features, to existing scales in each area, to patterns of land use, and to transportation.

"The guidelines of the Urban Design Plan were the starting point, but the staff also took into account established zoning districts, the character and development potential of each area, all existing and approved construction, the Department's area plans, and other elements of the City's Master Plan. In converting the Urban Design Plan guidelines into precise limits, the tendency was to become more restrictive than the guidelines of the Plan, and far more restrictive than the zoning controls that have existed in the past.

"The height controls being proposed for this part of the city are all fixed limits, and once enacted into law they could be changed only by legislative action of the Board of Supervisors. The bulk limits add a further control for higher buildings where they are permitted, and have the effect of making these buildings slender on the skyline and in keeping with the historic scale of San Francisco. These limits on bulk would also be precise limits, although they could be modified in exceptional cases by the Planning Commission if compensating measures, described in the ordinance, were taken to reduce the appearance of bulk.

"As Mr. Newman has already mentioned this evening, the new height limits would in almost every case either keep existing controls or add greater restriction. On this map, nearly all the blue areas have had no height limits in the past, and the controls now being considered by the Commission would for the first time impose height limits in these areas. The blue area now covers large parts of many neighborhoods, including Pacific Heights, the Western Addition, Buena Vista, the Haight-Ashbury and the Richmond. To repeat: these areas would now have height limits for the first time. The fact that buildings now exist in these areas with low heights is not indicative of the kind of height that is now permitted.

"On the same map, all of the areas shown in white have existing height limits that would remain in effect. These limits are 40 feet in the Marina and Cow Hollow, 105 feet on much of Pacific Heights, 40 feet at Ocean Beach, and 40 feet for the R-1-D, R-1, R-2, R-3 and R-3.5 districts covering much of the rest of the area. In the text of the ordinance the R-1-D and R-1 districts, in fact, are limited to a height of 35 feet.

"The large map shows in more detail the proposed limits for this part of the city. Green indicates the Open Space district, which would be placed on parks, playgrounds and other public open spaces.

"In the Richmond, along three short sections of Geary Boulevard, limits of 130, 130 and 80 feet are proposed. These are community business centers and major intersections, and may be important transit points in the future. These areas have no height limits at present. There are two 80-foot areas in R-4 districts along Fulton Street. This is a reduction from an unlimited height that has existed. The University of San Francisco campus also has a limit of 80 feet.

"This part of the city has most of the hospitals in San Francisco, and these account for many of the higher limits, which are geared to permit only the hospital growth that has been previously approved. The heights proposed are 80 feet at French Hospital; 80 feet at Children's and Hahnemann; 65, 80 and 130 feet at St. Mary's; 80 feet at Harkness; 105 and 130 feet at Mt. Zion; 105 feet at Kaiser; 65 and 130 feet at Franklin; 50 and 80 feet at St. Joseph's; 80 feet at Letterman; and 160 feet at Pacific Medical Center.

"Other proposed limits greater than 40 feet are as follows:

- "1. 50 feet along the east side of Stanyan Street south of the Panhandle, where moderate development should be encouraged to improve the area.
- "2. 105 and 160 feet at the top of the hill south of Alamo Square.
- "3. 65, 160 and 240 feet at Geary and Masonic, an important intersection with an opportunity for carefully controlled future development.
- "4. In the Western Addition, heights of 50 and 65 feet, with a peak of 130 and 240 feet at Fillmore Center and a higher area on Cathedral Hill stepping up to 240 feet at the top. These heights are consistent with the requirements of the A-2 Redevelopment Plan.

"In the Pacific Heights area, there has been confusion among the residents as to what is being proposed. With only one exception, height limits would remain the same as they are now, or be reduced, or be imposed where there have been no height limits at all in the past.

- "1. South of Washington Street and along the block of Jackson Street just east of Alta Plaza, there have been no limits in the past, and new limits of 40, 80 and 160 feet would be imposed.
- "2. South and west of Alta Plaza, there also have been no height limits in the past, and here a uniform limit of 40 feet would be imposed, extending the existing 40-foot limit from above Jackson Street.
- "3. Along Union Street there has been a height limit since 1964 of 65 feet, and this is proposed to be lowered to 40 feet.
- "4. In the rest of the area, from Washington to Green Street, a height limit of 105 feet has been in existence since 1933. This limit would for the most part be retained, but with reductions to 40 feet in the R-1 and R-3 areas in the vicinity of Octavia, Pacific and Jackson; a reduction to 40 feet in the R-3 area along Washington west of Laguna; and an increase to 160 feet for the three blocks of Jackson Street from Laguna to Fillmore. This greater height on Jackson would emphasize the top of the ridge without leading to wholesale increases from existing densities.

"From the letters and calls we have been getting, the staff has the distinct impression that these facts, about Pacific Heights are not understood."

Gardner Mein, 214 Spruce Street, stated that he hoped the members of the Commission who were absent, particularly the ex-officio member, would be made aware of the testimony which would be presented to the Commission during the course of the hearing. He felt that all residential properties should be treated the same fashion in terms of height limits; and he believed that all property owners would be as well off financially as at the present time if that approach were taken.

Paul Rosenberg, Secretary of the Planning Association for the Richmond, read and submitted the following prepared statement:

"On behalf of the Planning Association for the Richmond, we would like to thank the Commission for holding this hearing at a time and place which allows the public to truly participate.

"In the one and one-half years of P.A.R.'s existence the membership has grown to 500 and is increasing as we begin to act

on the problems in our district. We are in the process of adopting a Neighborhood Improvement Plan for the Richmond District which will complement the plans in greater detail you are adopting for the entire city. We have already approved a major portion of the transportation section and are in the process of implementing it.

"On April 17th our membership adopted as policy opposition to a subsurface transit system, although it favors improvement and increased utilization of public transit and wishes to discourage automobile usage, particularly for commuter trips. I mention this particular policy because it is related to our position on the bulk and height limits under consideration at tonight's hearing.

"At the same meeting on April 17th, Mr. Jacobs with assistance from Mr. Svirsky made a comprehensive and effective presentation of their bulk and height proposals. They indicated that the 130 and 80 foot height limits on Geary were related to potential major transit stops. Our membership was not convinced that a major transit stop, particularly one for a surface transit system, required increased density of people or building structures. A motion to accept height proposals as recommended by the planning staff failed. A second motion was passed to limit height to 40 feet, with the exception of the higher limits at the site of and to reflect existing development of hospitals, or where height limits were lower than 40 feet. In his presentation, Mr. Jacobs mentioned that within his memory, the Commission had never given a variance on a height limit. You gave evidence of this on the recent Playland application. Although there are some exceptions, the predominant building height in the Richmond District is less than 40 feet. Our recommendation is for you to give this traditional height limit the power of law. We are asking you to follow the precedent you set when you rezoned the vicinity of 20th Avenue and Lake Street to the level of present use. We are simply asking you to follow your policy of not changing the height limits upwards whether the limit is a legal one or one imposed in this instance by tradition.

"The reasons for not wishing the 130 and 80 foot height limits along Geary and Fulton are complex and would take too much time to list. In brief they relate to the physical, economic and social affects on the surrounding neighborhoods. Among these affects are pressure for a subsurface transit system, increased automobile traffic, the loss of sunlight and views, and generally a decrease in the desirability of the Richmond District as a place for families to live. We

respectfully request that you accept the recommendations of P.A.R., the Richmond District organization that represents individuals who have chosen to remain in the city and who have the most to gain or lose by your decision."

Martin Goodman, 274 Funston Street and a member of the Planning Association for the Richmond, stated he was concerned about preserving the existing residential character of the Richmond District. He remarked that construction of residential buildings with heights in excess of 40 feet increases the amount of automobile traffic in a neighborhood and has an impact on the quality of life enjoyed in that neighborhood; and, for that reason, he felt that no further developments with heights in excess of 40 feet should be permitted in the Richmond District until transit service in that area has been improved. He suggested that construction of apartment buildings should be limited to Geary Boulevard east of Arguello Boulevard, and then only for replacement of dilapidated structures; for the remainder of Geary Boulevard through the Richmond District, he felt that high-rise buildings should not be permitted since they would more than likely lead to high-rise construction on other streets in the area. He stated that there is no housing shortage in the Richmond District; and, as a result, there would be no justification for replacing the existing family dwellings with buildings designed for use by individuals without families. If high-rise buildings should be constructed in the Richmond District, he expected that families would move out of the area; and, as a result, the character of the neighborhood would change from family residential to transient. He also believed that construction of high-rise buildings would actually lead to increased property taxes. Although he was in favor of allowing hospitals to build to a height of 80 feet, he felt that such 80-foot districts should be used only for hospitals and ancillary facilities and not parking garages.

Jean-Antony du Lac, representing San Francisco Opposition, read and submitted the following statement:

"Tonight marks the fourth and perhaps final public hearing on the proposed height and bulk limits for San Francisco.

"By the time this hearing is adjourned, the City Planning Commission will have heard the testimony of many dozens of spokesmen for the people of San Francisco. By the time this hearing is adjourned, the planning commission will have had impressed on it a sure and unmistakable sense of the city in the question of high rise buildings in San Francisco.

"And that sense of the city is a plain and simple and resounding NO! NO 160 feet and 240 feet highrises to destroy and drive us out of our homes and neighborhoods. NO! NO de-humanizing 80 foot highrise corridors to obliterate the charm and diversity of our neighborhoods, to throw a dead weight upon the quality of life in our city. And NO! NO more Bank of America and Wells Fargo and Security Pacific monoliths to bury us even further under that awful skyline of tombstones!"

"(As Bernard Baruch Zackheim, the Sebastapol artist, said upon seeing the San Francisco skyline for the first time in many years, 'It looks like a graveyard--and as is the custom, the richer the dead, the bigger the tombstone.' And when Russian architects come to prefer St. Louis to San Francisco--as Herb Caen once noted--we've come to a pretty pass!)

"Members of the Commission--Mrs. Porter--the overwhelming sentiment of the people of San Francisco has been expressed and continues to be expressed before you loud and clear. This hall tonight is electric with that sentiment. There is no mistaking the message. The San Francisco Opposition therefore now asks that you respond to the wishes of the people of San Francisco; not as you responded in the matter of the 240 foot rezoning of the Geary car barn, in the face of unanimous opposition--but in a truly positive manner.

"We ask, first, that you discard, throw out, scrap, in toto, the height limit proposals of the Urban Design Plan. (I am reminded that one commissioner was quoted in the press a while back as saying, 'We can't discard it--it took two years of hard work to produce.' To this I can only say, 'Remember the Edsel.'-- and it was a good product! First, then, scrap the proposed plan, for if adopted, it would in effect surely prove out to be a plan for urban disaster.

"Second, we ask the Commission tonight to go on record as endorsing Proposition P, the new height limit initiative. P is a plan for a livable San Francisco--not some commuter's Manhattan of the West. P is for a San Francisco designed for people, not pyramids. P, most importantly, stands for protection--protection from the profiteers and their pressured politicians. P is for a 40 foot height limit in all neighborhoods, throughout San Francisco, and a 160 foot (16 story) limit downtown (the C-3 area)--with no exceptions, unless approved by the voters. Where the existing limit is under 40 feet, it would not be disturbed.

"We ask you, then, to endorse Proposition P and put an end to this incredible spectacle--now seen at hearing after hearing--of citizens sitting on the edges of their seats in apprehension and anxiety over the future of their homes, their neighborhoods, their city! San Franciscans deserve better than this!

"(Now then, if you do endorse Proposition P, the president of the Chamber of Commerce won't be too happy about it. But he lives in Hillsborough--he just makes his money here! So much for commuters.)

"Scrap the proposed plan, endorse Proposition P, and join the Great San Francisco Highrise Revolt of 1972. Do this, and the people of San Francisco will stand as one before you and say Welcome Aboard!--and amen."

Raymond Haight, 2250 North Point Street, stated that while he lives in the Marina District, his concern encompasses the City as a whole; and he questioned whether further growth of the City should be allowed. He remarked that every single new high-rise building constructed increases the amount of traffic on the City's streets; and every new high-rise building constructed in the downtown district increases the number of out-of-town residents who come to the City each morning. He remarked that San Francisco already has a density of 16,000 people per square mile; and he felt that people knowledgeable about the effects of such density on the quality of life should be consulted so that the City will know what it must do to survive. He believed that the City Planning Commission should bear responsibility for creating a new and exciting San Francisco which will prosper without growth; and, at the same time, it should find a way of raising public funds to beautify the City without the tax revenues which might be anticipated from additional growth. He was convinced that the powers of the City Planning Commission are great and that the Commission could even buy the Fontana Apartments and tear them down for the benefit of the City. In conclusion, he stated that the Commission, in considering new height limits, should be concerned more about the quality of life in the City than about the quantity of people who can be accommodated in the City.

John Coggan, 395 Pope Street, stated that he and his wife had recently purchased a home in San Francisco and have enjoyed living in the City. However, he did not believe that his neighborhood would be nearly as nice as it is at present if construction of high-rise buildings in the area were to be allowed. By the same token, he realized why people living in other areas of the City would object to high-rise buildings being built in their neighborhoods; and he was convinced that any construction which would have an adverse effect on living conditions in one area of the City would ultimately affect the entire city and everyone living in it. He remarked that the City Planning Commission, the Board of Supervisors, and the Mayor's office had not been responsive to the desires of the community on the high-rise issue; and he felt that there is an urgent need for a guarantee that existing height limits will be preserved or lowered to 40 feet so that high-rise buildings will not be allowed to destroy the downtown area or the residential neighborhoods of the City. He remarked that Proposition "P" on the June ballot will give San Franciscans a chance to decide how their city shall develop in the future; and, if that initiative passes, developers wishing to construct high-rise buildings will have to come to the people to win approval for their proposals, thus reversing the present situation in which neighborhoods have to appear before unresponsive commissions to fight unwanted high-rise developments.

Stewart Bloom, 2199 North Point Street, remarked that the Urban Design Plan gives the people a choice between "plague and pestilence"; and, in any case, since the Commission had not been responsive to the desires of the 85,000 people

who had voted in favor of Proposition "T" on the November ballot, he doubted that the Commission would be any more responsive to the desires of the community at the present time. He remarked that only a few corporations and private citizens had contributed to the campaign to oppose Proposition "T"; and he believed that the Commission had listened more carefully to that small group of people than to the citizenry of the City as a whole. Furthermore, he did not understand how the Commission could expect the people to regard it as being impartial on the high-rise issue when one of the members of the Commission is an official of the elevator installers union. While the Urban Design Plan might have a heart, he felt that it was extremely ugly on the outside; and, if the Plan does have any merit whatsoever, he wondered why so many members of the Urban Design Citizens Advisory Committee had quit when the Commission had approved the Holiday Inn building on Van Ness Avenue. At the last height and bulk hearing the Director of Planning had stated that the recent building boom had been caused by Proposition "T"; yet, since it takes at least a year to put together a permit application, he felt that it would have been impossible for Proposition "T" to have caused the building boom. The presence of the proposition on the ballot may have "brought the rats out of the woodwork all at once"; but he believed that they had already been there before the proposition had been proposed. He stated that the members of the City Planning Commission are the servants of the people of San Francisco; and he felt that they should listen to the people who live in the City rather than the few people who own and profit from high-rise buildings. In conclusion, he stated that the staff of the Department of City Planning had written the Urban Design Plan and had not found it "carved in stone on Russian Hill at dawn"; and, as a result, he felt that the Commission should be willing to change the Plan in accordance with the desires of the community.

Daniel Keeley, 2170 Vallejo Street, stated that he enjoys watching sunsets from his home. If high-rise buildings were to be constructed in the area, however, sunlight would no longer be available and San Francisco would be turned into another New York City.

Edward Moran, 2432 Washington Street, stated that he is a fourth generation San Franciscan and is indigenous with the soil; and he indicated that he was opposed to the proposals of the staff of the Department of City Planning for construction of high-rise buildings in the area bounded by Steiner and Franklin Streets and Pine and Union Streets, because of the increased automobile traffic and air pollution which would result from construction of such buildings. To emphasize his point, he recited traffic volumes on streets in that area which he had obtained from a 1968 traffic survey. He also remarked that the City is having difficulty raising revenue to keep its sewer system up to date; and he felt that it should be apparent that the sewer system in its present state could not accommodate increasing numbers of high-rise buildings.

Nevin Busch, 3139 Jackson Street, remarked that high-rise buildings seemed to have a fascination because they are glittering, new and highly profitable. Yet, high-rise buildings can be very perishable, as witnessed by the fact that hotels which were constructed in Miami Beach 10 years ago are now obsolete.

Furthermore, production of high-rise buildings in residential neighborhoods in San Francisco would result in the demolition of beautiful Victorian houses, many of which have already been destroyed; and the beauty and character of the City would be lost with those houses. He hoped that each and every member of the Commission could set aside his special interests and look at the desires of the citizens of San Francisco on the high-rise issue; however, he feared that the Commission's decision on the matter would ultimately be made in executive session.

Elizabeth Bussing, 2400 Pacific Avenue, urged that Pacific Heights be made subject to a 40-foot height limit.

Ben Irvin, 1848 Pine Street, suggested that the members of the City Planning Commission should look at the building being constructed by the Housing Authority at 1880 Pine Street and draw their own conclusions about the effect which high-rise buildings can have on residential neighborhoods; and, in addition to the detrimental effects which the finished products can have, he remarked that residents of his neighborhood have already been exposed to two years of inconvenience while the project was under construction. He believed that the Urban Design Plan was basically good-intention; however, he felt that it was deficient in that it did not provide a framework for residents of the various neighborhoods of the City to establish their own concepts.

Elmer Botsai, an architect, represented the developers of a proposed medical office building to be located on the north side of Sutter Street between Divisadero and Scott Streets, across from Mt. Zion Hospital and in front of Unity Hospital. He indicated that the project would require a height limit increase to 105 feet for the property in question. He noted that height limits of 105 and 130 feet had been recommended for Mt. Zion Hospital and that the height of the existing Unity Hospital was 90 feet; a height limit of 65 feet had been recommended for Unity Hospital and the area between the two facilities. He remarked that the neighborhood is becoming a medical center and is no longer basically residential in character; and, as a result, he hoped that the Commission would consider a transitional height limit between the two facilities so that his clients could proceed with their project.

Edward Sullivan, 1918 Jackson Street and a member of the Pacific Heights Association, stated that he was concerned about the effect which construction of high-rise buildings on Washington Street in back of his house and on Broadway in front of his house would have on his property. He stated that his neighborhood is already highly congested; and he believed that an increase of population in the area would only make the situation worse. He also remarked that there are a large number of classic Victorian structures in the area which might be threatened if construction of high-rise buildings were to be allowed. Furthermore, he remarked that most of the houses in his neighborhood are designed for only one- or two-family occupancy and that many of them have panoramic views. He regarded the area as a stable neighborhood; and he believed that construction of buildings in excess of 40 feet in the area would radically change the character of the neighborhood. He stated that he had resided in five other cities, one of which was

New York, which is the prime example of how not to plan a city, consisting as it does of high-rise dwellings, slums, and high-rise slums. Washington D.C., by contrast, has preserved much of its character through height limitation. Because of his experiences in other cities, he was convinced that both the greater goals of San Francisco and the best interests of the Pacific Heights neighborhood would be served by establishing a 40-foot height limit for his neighborhood.

The Director asked if Mr. Sullivan was aware that the portion of Jackson on which his property is located has had a 105-foot height limit and that the staff of the Department of City Planning had recommended that the height limit be reduced to 40 feet. Mr. Sullivan replied in the affirmative but indicated that the area north of his property should have a higher height limit which would allow construction of buildings which would block his view.

Richard Gryziec, 660 Clay Street, represented San Francisco Tomorrow and read the following prepared statement:

"As we did in preparation for the other hearings on this matter, San Francisco Tomorrow asked our members to investigate the physical desirability of the proposed height and bulk limits in this, the Northwest part of the city. Our members also took time to obtain the opinions of both individuals and groups in this area.

"We focused our attention on three areas: Pacific Heights, the Fillmore and the Inner Richmond. These neighborhoods have considerable differences in racial composition and economic status and thus should provide a good cross-section of opinions.

"We found that WITH THE POSSIBLE EXCEPTION OF THE PROPOSED FILLMORE CENTER, NO NEED EXISTED FOR ANY BLOCKS TO BE OVER 40' IN HEIGHT. Why? People in these neighborhoods have strikingly similar desires. They want to build or maintain their communities. They want a place for their FAMILIES, and with that desire so some rather mundane but fundamental needs:

- Family-sized living units
- Modestly-priced homes or rental apts.
- Views
- Backyards
- Sunlight
- Uncrowded recreation space
- Diminished automobile traffic

"San Francisco Tomorrow and I, as an architect and planner, believe that these needs can best be met by low rise buildings.

"We have here submitted a series of photographs which illustrate how the intrusion of high-rise buildings into a low rise neighborhood - in this case Green and Vallejo Streets between Franklin and Fillmore can physically break up such a neighborhood and take away those fundamental needs we just referred to.

"San Francisco Tomorrow would now like to make some specific **remarks** about the basic concepts of this Height/Bulk Proposal.

"We looked and listened, long and hard, during the Planning Dept.'s presentations for serious discussion of factors relevant to Height and Bulk regulations, i.e.:

Supply and demand of housing, recreation, offices hotels, ...

Capacity of our transportation systems.

Capacity of our utility systems.

Our ability to PAY for these supportive services and systems.

Our ability to govern effectively an increasingly complex area.

The quality of our environment.

"We ask again how many people (residents, workers, visitors) are the optimum number for San Francisco now and in the future. This subject needs your immediate action.

"Secondly, the neighborhood and citizen groups must be consulted before and during the planning process not fight in-house preferred solutions."

Byron Bray, 56 Alma Street, represented the Haight-Ashbury Neighborhood Council. After expressing his appreciation to the staff of the Department and the Commission for their support in the recent rezoning of his neighborhood which had just been approved by the Board of Supervisors, he proceeded with his prepared statement as follows:

"This Commission is aware that the HANC has consistently taken the position that the residents of neighborhood are those who are best able to decide what they wish their neighborhood to be like - you recognized that in regard to rezoning the Haight-Ashbury.

"We are also here tonight to support our friends and neighbors in the rest of the city affected by proposed height and bulk limits which are unacceptable to them. This city must be indivisible as far as city planning is concerned and

what happens in Pacific Heights or Richmond will affect the quality of our life in our neighborhood and we recognize that. The motto of HANC is 'Neighborhood Self-Determination' and we would hope that the Planning Commission would agree that it is applicable to all the neighborhoods in our City.

"However, lest the Commission believe that HANC now considers that the HA has achieved the halcyon status of the Elysian Fields and nothing remains to be done there but enjoy ourselves, we wish to point out that we recognize that Stanyan Street east of the Park and south of the Panhandle is zoned R-4 and has a 50' height limit adjacent to Golden Gate Park - you may be sure that we will be vigilant concerning that area and scrutinize any proposal submitted in reference to further development there. Support Pacific Heights, PAR opposition to change in height limit from the height presently existing along Fulton and elsewhere. Also, we will be present next week for the hearing on Health Maintenance Inc. application for a conditional use.

"The HA recognizes and thanks the Planning Commission and Planning Staff for recognizing the concept of Neighborhood Self-Determination for the HA and urges that you go forth and do likewise for our neighbors in their neighborhoods."

Fred Ptucha, 1960 California Street and a member of the Pacific Heights Association, stated that he had lived in ten different cities; and he had learned that low-rise cities such as Paris and Leningrad are infinitely more livable than high-rise cities such as Tokyo and New York City. He believed that San Francisco is the most livable and beautiful of the cities in the United States; and he hoped that the Commission would establish height limits which would preserve the present character of the City so that it will continue to be pleasant for trees and people. He noted that almost all of the speakers who had addressed the Commission had been opposed to construction of high-rise buildings in residential neighborhoods of the City; and he hoped that the Commission had not abdicated its responsibility for responding to the desires of the people.

Antonio Rossmann, 1964 Pacific Avenue, made the following statement:

"I have been asked by friends on Sacramento Street to present their views to the Commission upon its consideration of the Urban Design Plan. Mr. Jacobs has attempted to characterize the Plan's achievement as codifying existing height limitations or imposing limitations where none existed before. I submit that your achievements will not be measured by what you do to the existing statutory limits, but the effect that your actions have upon the existing environment.

"Unlike some of the other streets in Pacific Heights, Sacramento Street represents a miniature blend of the complexion that makes our city a unique feature of American life. Physically, we have some Victorians that have been well preserved, some that are not so well preserved, many buildings which are not necessarily architectural landmarks but which provide adequate and relatively inexpensive housing, small shops that cater to residents and not tourists, and finally, a medical center which is already oversized and out of place.

"My description of Sacramento Street is relevant not because of its physical environment, however (a factor which has been eloquently described and defended by others who have spoken tonight), but because of a sociological objective which the Urban Design Plan rightfully seeks to attain. The Urban Design Plan speaks of preserving the unique features of our city; clearly, the fact that San Francisco is one city in which whites, blacks, Italians, Mexican Americans, and other ethnic groups work and live together represents our unique contribution to the goals for which our whole country should be working.

"Sacramento Street represents the fulfillment of these goals in microcosm. Our street contains established families, younger people, blacks and Japanese. This mixture gives us our distinctive character. It enriches our neighborhood and provides the healthy environment in which our children can grow to practice as well as believe in equal opportunities. Of course our composition is due to the fact that Sacramento Street stands as a bridge between Pacific Heights on the north and the Western Addition on the south. It is on Sacramento Street that many blacks are achieving true equality in housing accommodations. I submit that our healthy racial mixture would not be possible were Sacramento Street to be zoned for 80' modern buildings. Minority groups in the process of upward mobility simply cannot afford (given the city's property taxes) to construct and occupy large new apartment buildings in this neighborhood. Instead they (and we all) rely on the less costly and more environmentally pleasing route of refurbishing our existing buildings.

"If you adopt an 80' height limit for Sacramento and California Streets the pressure will become too great for the owners of older buildings to sell for the land's 'highest and best use.' The result will be a wall of modern, expensive medium-rise buildings, which will serve to insulate Pacific Heights from the colorful neighborhoods in the Western Addition. I submit that the 80' height limitation now proposed

would represent a specious decision to preserve Pacific Heights for elitist motives, and a definite step backward in our desire to build a city in which all races live in harmony.

"Accordingly, speaking for my friends on Sacramento Street, we urge the Commission to impose a 40' limitation on all of Sacramento Street and its neighbor streets west of Franklin, so that our neighborhood will continue in its benign course of providing moderately-priced housing to San Franciscans of all backgrounds."

Edward Williams, 1465 - 5th Avenue, represented the Inner Sunset Action Committee and presented the Commission with copies of a 41-page illustrated report expanding upon the position of ISAC as stated to the Commission at its public hearing of March 16, 1972 for the Southwestern portion of the City. This report, entitled "The Inner Sunset Action Committee's Response to the Height and Bulk Limits Proposed to the City Planning Commission," dated April 20, 1972, has been placed in the Department of City Planning files relating to the height and bulk proposals. The report concurs with the height and bulk limits proposed for the majority of the Inner Sunset area, but recommends the following changes:

- I. Reduction of permitted height to 40 feet along Lincoln Way between Arguello Boulevard and Sixth Avenue, and between Fourteenth and Nineteenth Avenues.
- II. Designation of the Polytechnic High School property as Open Space.
- III. For the University of California Campus:
 - A. South side of Parnassus, east of Fourth Avenue: 80-D from Second to Fourth Avenue, to a depth of 300 feet from Parnassus; 180-D from Second to Arguello, to a depth of 500 feet; 65-D from Arguello to Hillway, to a depth of 300 feet; Open Space for all other property.
 - B. North side of Parnassus: 80-D from Hill Point to Arguello; 70-D from Arguello to midway between Second and Third Avenues; 40-X for all other property.
 - C. South of Parnassus and west of Fourth Avenue: 40-X for either the entire area proposed for 65-D and 130-D, or at least for that portion for which no development plans exist.
- IV. Designation of all presently undeveloped land on Mount Sutro as Open Space.
- V. Reduction of permitted height to 40 feet along Irving Street between Fourteenth and Twenty-Fourth Avenues.

Gerald Hill, representing the Pacific Heights Association, informed the Commission that the organization was only nine days old. However, the organization already had a membership consisting of several hundred people; and it had obtained several thousand signatures on petitions which had been circulated in opposition to the height limits which had been recommended by the staff of the Department of City Planning for Pacific Heights. Mr. Hill then proceeded to introduce other members of his organization who were prepared to make more detailed statements.

Jay Levine, 2504 Pacific Avenue, one of the organizers of the Pacific Heights Association, read and submitted the following prepared statement:

"I am not here to criticize the principles of the Urban Design Plan. I am here to criticize the current proposals for Pacific Heights, which are clearly in contradiction to the principles of the Plan. I submit that application of the excellent policies of the Plan would require the change to a 40' limit. In short, I heartily endorse your stated policies and strongly request their specific implementation.

"Before discussing the inconsistencies between the Plan and the proposed Pacific Heights limits, I must stress one simple but all-important fact. In spite of the 1933 limit of 105', some 85% of the buildings in this area are of three stories or less.

"May I now refer you to your own Policies for City Pattern, as outlined on pages 36 through 39 of the Plan. Of the nine policies, two are immaterial to the proposed height limits, and I want to dismiss them at the start. These are Policy No. 6, 'Make centers of activity more prominent through design of street features and by other means', and No. 9, 'Increase the clarity of routes for travelers'. As we know, Pacific Heights is predominantly residential, hence there are no centers of activity to be emphasized, and heavy traffic should be discouraged. Now let us turn to the seven excellent policies which would be violated by adoption of the proposals.

"(1) 'Recognize and protect major views in the city, with particular attention to those of open space and water'. The building of any more 105' structures on Green and Vallejo Streets will clearly blot out the views of residents of two and three story buildings on Vallejo, Broadway, Pacific, and Jackson. Let me now quote from two sentences in Policy 1. 'Overlooks and other viewpoints for appreciation of the city and its environs should be protected and supplemented, by limitation of buildings and other obstructions', etc., and 'Visibility of open spaces, especially those on hilltops, should be maintained and improved', etc. The construction of 160' buildings along the crest of the Heights on Jackson Street hardly conforms to these splendid principles.

"Policy 2. 'Recognize, protect and reinforce the existing street pattern, especially as it is related to topography'. We have in this area a classic grid pattern of relatively narrow streets, as should be found in a low density residential area. In the explanation of Policy 2, there is this very clear statement 'the width of streets should be considered in determining the type and size of building development'. I submit that the construction of 10-story apartment buildings will outrageously overload the street traffic.

"Policy 3. 'Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts'. I have already pointed out that some 85% of the buildings in this area are of three stories or less. Thus low structures characterize this district. I need not comment further on what 10-story and larger buildings will do here.

"Policy 4. 'Protect and promote large scale landscaping and open space that define districts and topography'. In view of the extremely large number of single family homes or small flats, there are many very well-tended gardens in the area. Under Policy 4 there appears the incontrovertible statement that 'new building development should respect existing landscaping and avoid displacing or obscuring it'. What happens to the trees and flowers of the small structure when it is replaced by, or put into the shadow of, a 10-story apartment building?

"Policy 5. 'Emphasize the special nature of each district through distinctive landscaping and other features'. We all know the distinctive nature of this district, in spite of the 1933 limits of 105'.

"Policy 6. I have already dismissed, along with No. 9.

"Policy 7. 'Recognize the natural boundaries of districts, and promote connections between districts.' Three of the natural boundaries of this district are clear; the North, the East, and the South, due to the slope of the Heights. But the natural boundary of this residential area does not stop at Fillmore Street on the West. There is clearly no natural demarkation between this zone and the area West of Fillmore Street, to which the Plan concedes a 40' height level.

"Finally, Policy 8. 'Increase the visibility of major destination areas and other points for orientation'. The existing concentration of large buildings in San Francisco is, and definitely should remain, the Financial District.

And, again excellently stated, there is this statement in Policy 8. 'Views from streets and other public areas should be preserved, created and improved, etc.' To do so Ladies and Gentlemen of the Commission and Planning Staff, requires 40'.

"In closing, I ask only that you apply your own policies to our residential area."

President Newman introduced Robert Gonzales, a member of the Board of Supervisors, who was present in the audience.

John C. Walker, 2620 Jackson Street, also represented the Pacific Heights Association. While he realized that the staff of the Department of City Planning had, in most cases, recommended height limits which would be lower than those which presently exist, the height limits being recommended for Pacific Heights would allow continued replacement of homes in that neighborhood with apartment buildings; and, as a result, the character of the neighborhood could be radically changed, decreasing the desirable qualities of the area and increasing its problems. He stated that the old concept of placing taller buildings on the tops of hills, with smaller buildings on the slopes and lowlands, could no longer be considered acceptable. Residents of Pacific Heights like their neighborhood the way it is at the present time; and he believed that the staff of the Department of City Planning felt the same as was evidenced by the "Quality of Visual Form and Character" map on page 49 of the Urban Design Plan which indicates that the Pacific Heights Neighborhood is "outstanding and unique". The fact that a high-rise building had already been constructed at Steiner and Jackson Streets should not be used to justify a proliferation of high-rise buildings in the area; and, since the members of his organization felt that the existing delicate balance of their neighborhood could be altered by further high-rise development, he felt that a 40-foot height limit should be established for their area. He felt that their concern paralleled that of the Haight-Ashbury District which had already achieved a 40-foot height limit through rezoning; and he felt that his neighborhood deserved equal consideration on the part of the Commission. He stated that the Pacific Medical Center, which was approved by the Commission over public protest, stands as an example of the type of building which the members of his organization do not wish to have in their neighborhood; and he emphasized that they would be opposed to construction of a five-block-long wall of 160-foot high buildings along Jackson Street. Whereas the 80-foot height limit which had been recommended by the staff of the Department of City Planning for California Street would be lower than the existing height limit, he remarked that only two or three buildings on that street presently have a height greater than 40 feet. He stated that the members of his organization wished to retain the present character of their neighborhood and to encourage restoration instead of demolition; and, since they believed that a population of 750,000 people is a more economic size for the City than a population of 1,500,000 people, they supported a 40-foot height limit for their neighborhood. In addition, they supported the right of self-determination for other neighborhoods of the City, as well.

John Beckham, 2321 Webster Street, also represented the Pacific Heights Association. He showed photographic slides of various buildings in Pacific Heights, many of which are located in areas for which the staff of the Department of City Planning had recommended height limits ranging from 105 feet to 160 feet. His purpose in showing the slides was to illustrate the following points:

1. That Pacific Heights is an area of harmonious architecture built to a common scale,
2. That the buildings are beautiful and in good repair,
3. That they suffer when buildings which violate their scale are built next to them, and
4. That much of the charm of the area depends not only upon delightful Victorian architecture but also upon the richness of planting surrounding the homes which would not survive if they were to be shaded by high-rise buildings.

Mr. Beckham continued his presentation as follows:

"Perhaps the members of the Planning Commission felt that we would be happy to see our neighborhood go high rise, so that we could make a fast buck selling our land to developers. We are tenacious and loyal citizens of San Francisco, and we will happily forego an easy buck in exchange for the preservation of our city. I am here, frankly, to voice our unalterable opposition to the proposed setting of the height limits in Pacific Heights at heights between 105 and 160 feet and to recommend to the Commission the setting of a maximum height limit of 40 feet for new construction in the proposed 105-160 foot area.

"We base our opposition on nine points: 1. that the way of life which we enjoy would be impossible if our area were further built up by high rise buildings, 2. that high rise buildings would be hideously out of scale with existing structures, 3. that the mass of high rise buildings would shade and thus destroy the many gardens both in front of and behind our homes, 4. that public facilities, such as sewers, streets, parking, and the like would be overloaded, 5. that the foundations for high rise buildings in our area cannot be anchored in rock and thus present a serious earthquake hazard to our environment, 6. that the apartments created would inevitably lead to an increase in the already disastrous apartment vacancy rate in our area, 7. that taxes would inevitably rise in response to maximum potential use considerations, 8. that the existing population of the area would be forced to relocate to other parts of the city, or outside of the city,

which we find undesirable, and finally, 9. that our area with its gracious and quaint Victorian homes is one of the major tourist attractions of San Francisco which would be lost forever to the serious detriment of San Francisco's one viable industry -- tourism.

"There were once three cities in the United States which visitors flocked to in order to enjoy them and marvel at their architecture and their gracious way of life: New York, New Orleans, and San Francisco. New York was the first to fall, and it has become a faceless series of glass boxes filled with people who fly to the suburbs at night. Tourists go to New York now only on business and then as seldom as possible. New Orleans was the next. For many years the chief tourist attraction, and one which far out-rivaled Mardi Gras as a tourist attraction, was Spring Fiesta, when the fine old homes in the Garden District were open to the public and the azaleas and camellias were in full bloom. The Garden District, built between 1813 and the Civil War, fell to apartment developers during the fifties and sixties, and with it went the tourists, who can think of far better ways to spend their money than looking at modern apartment buildings. The romance and the beauty are forever gone. San Francisco now faces a choice. If it falls to development, there will be no city left in the United States which is worth the trouble to visit on aesthetic grounds. We have the only intact living Victorian city in the nation, or for that matter in the world. It contains, among other things, the finest collection of domestic stained glass windows in the world still installed in the original homes, and there will probably be a full color book coming out on these in fairly short order. The finest of these homes and the finest of this glass are situated precisely in the area which the zoning which you propose would eventually destroy."

Bruce Friedman, a tax attorney residing at 2323 Laguna Street, indicated that he wished to direct his remarks to the issue of property taxes and property values. He stated that sales of comparable properties and the ability to develop the property to its highest and best use are factors which influence the value of a parcel of property. Furthermore, to the extent that high-rise buildings are permitted and actually constructed, the value and the taxes of all properties in the area could be expected to increase. However, the disadvantage of high-rise construction is that such development would make it difficult for present residents of the area to remain in the neighborhood because of high taxes and the high prices which would be offered by developers for the properties. He believed that the 105-foot and 160-foot height limits which had been recommended by the staff of the Department of City Planning for Pacific Heights would lead to the construction of more and more high-rise buildings in the area; and, as a result, individual property owners would become a thing of the past.

Mrs. Benjamin Maeck, 2585 Pacific Avenue, also representing the Pacific Heights Association, read and submitted the following prepared statement:

"I have read your URBAN DESIGN PLAN and the map of the proposed Height-Bulk limits for Pacific Heights.

"It's absolutely incredible.

"You have zoned almost 70 square blocks for 10 to 16 story apartments. Rows of tall apartments...this will destroy, absolutely destroy Pacific Heights.

"Referring to your URBAN DESIGN PLAN (P. 69) you describe Pacific Heights:

'Outstanding and unique area with outstanding Bay views down streets and across the formally landscaped grounds of detached houses. Spacious and distinguished residences with richness of detail and materials including works of outstanding architects and excellent examples of the Victorian Period. Well landscaped, well proportioned street areas with building setbacks and fine details in stairways, fences and paving patterns.'

"That is your statement for Pacific Heights. That is Pacific Heights to me. Yet you want to destroy it. You want to surrender Pacific Heights to die beneath the wreckers' ball. And--with it--your well described philosophy. Why?

"Under PRESERVATION, the URBAN DESIGN PLAN states (P. 47) 'Historic buildings, and in fact nearly all older buildings, regardless of their historic affiliations, provide a richness of character, texture and human scale that is unlikely to be repeated..in new development'.

"Unlikely to be repeated? More likely to be destroyed!

"Are you aware the Landmarks Board currently considers more than 19 Pacific Heights structures worthy of designation as official City Landmarks? The Sherman house on Green Street is threatened now. And, as you say (URBAN DESIGN PLAN P. 47) 'Many others are threatened and even those designated will not be permanently retained without the cooperation of the owners'.

"Dr. Shumate of the San Francisco Landmarks Preservation Advisory Board tells me that Pacific Heights has one of the highest concentrations of prime Victoriana in all of California ...all of California.

"Your URBAN DESIGN PLAN continues (P. 45) 'As the City grows, the keeping of that which is old and irreplaceable may be as much a measure of human achievement as the building of the new'.

"But it appears you feel Pacific Heights is replaceable. The URBAN DESIGN PLAN (P. 53) puts forward as an objective for CONSERVATION 'If San Francisco is to retain its charm and human proportion, certain irreplaceable resources must not be lost or diminished. Past development as represented both by distinctive buildings and by areas of established character must be preserved'.

"But, look what happened at Pacific and Webster. The great, classic Kingsbury mansion was demolished. Replaced by monotony--one room alcove apartments. We hear the Bourne house, an Historical Landmark across Webster Street is threatened. Two fine homes on Broadway and Laguna were demolished to allow a tall building with over 200 bachelor units. Is that the established character of our neighborhood? And, these are examples only of what is happening right now.

"Then you add: URBAN DESIGN PLAN (P. 47) 'The retention of many of the traditions of San Francisco is dependent upon an expansion of preservation efforts in the future'.

"Exactly. You are so right. We can't afford to lose any more Allyne houses...a perfect Victorian with its interior undisturbed...at Gough and Green Streets....torn down....when it was a repository of history.

"You Summarize PRESERVATION by saying:....'this preserving and the expanding of preservation includes landmarks, focal points, protection of whole block frontages, areas that exemplify early architectural styles and high quality of design character....' (P. 47) 'These attributes....are indispensable to San Francisco's image'.

"Exactly right. We agree.

"CONSERVATION

"You have defined POLICIES FOR CONSERVATION (P. 67) 'To recognize and protect outstanding and unique areas that contribute to an extraordinary degree to San Francisco's visual form and character'.

"You are describing Pacific Heights....described by you and others: unique, extraordinary and worth conserving.... our most valuable heritage. You have told us that its character and texture cannot be repeated.

"Yet we continue to lose homes like the Victorian at Broadway and Buchanan with superb parquet floors...demolished for another monotonous wall to wall 'quality' apartment.

"Yet, you are prepared to give option to replacement of that which you insist cannot be repeated.

"What pressures bring this dichotomy of rationale?

"MAJOR NEW DEVELOPMENT

"You state as your objective (P. 70) 'Moderation of major new development to complement the City pattern and the neighborhood environment'.

"Is that the new monstrosity, Presbyterian Medical Center? Moderation? Or the Panorama going up at Broadway and Webster? Moderation?

"You have told us that (URBAN DESIGN PLAN P. 57) 'Large buildings impair the character of older small-scale areas'. We see that all around us. Yet it continues.

"RECREATION

"You tell us (URBAN DESIGN PLAN P. 24) 'Where large parks occur on tops of hills, low rise buildings surrounding them will preserve views from the park and maintain visibility of the park from other areas of the City'.

"Pacific Heights has but two parks - each on top of hills.

"You zoned Alta Plaza 40-feet on all sides, yet you have zoned Lafayette Park in a manner that will block views, eclipse the sun and encourage mushroom truck gardens. The homes on the west side of Lafayette Park have already succumbed to a monotonous row of tall apartment buildings.

"HUMAN NEEDS

"You tell us (URBAN DESIGN PLAN P. 3) that 'Urban design planning is a response to human needs...it is part of the process of defining quality in the environment and quality is based upon human needs'.

"Is that need rows of 10 to 16 story apartment buildings? At times it appears urban designers design human needs. Do we or do we not deserve to preserve that which you told us we should preserve?

"We live in Pacific Heights....an urban atmosphere with nearly a small town feeling. We have a back yard and the corner grocery store.

"If you destroy our homes for apartment buildings where will all the families go? Where will all the children go? To the suburbs.

"(P. 103 HUMAN NEEDS, Objective 4) (URBAN DESIGN PLAN) states: 'San Francisco draws much of its strength and vitality from the quality of its neighborhoods'....And, you want to destroy our neighborhood....which you classify as outstanding and unique.

"Last week you voted a 40-foot height limit for the Haight Ashbury. Pacific Heights wants the same and for the same reasons.

"At the hearing April 12, Dean Bartlett of Grace Cathedral asked your clarification of procedure. Mr. Newman and Mr. Jacobs each assured the audience that these hearings are in effect not a sham, that you will listen to the neighborhood groups and that you will work with them.

"I will trust you.

"I also trust the deep felt feelings of the Pacific Heights residents who signed petitions gathered only these past seven days. Actually, most of them were collected this past weekend. Clearly, we object to rows of 10 to 16 story buildings in Pacific Heights.

"We want a blanket 40-foot height limit...just like 90% of all the other residential areas of San Francisco.

"I fled New York City. Please don't make me flee again."

At the conclusion of her presentation, Mrs. Maeck submitted the petitions which had been collected in support of a 40-foot height limit for Pacific Heights. A subsequent count by the staff of the Department of City Planning disclosed that there were a total of 2,726 signatures.

Mr. Hill stated that representatives of the Pacific Heights Association would like to have an opportunity to meet with the staff of the Department of City Planning to discuss the matter of the proposed 40-foot height limit at greater length.

James Ream, 1761 Green Street, submitted and summarized a report which had been prepared by the San Francisco Planning and Urban Renewal Association, as follows:

"SPUR REVIEW OF URBAN DESIGN HEIGHT AND BULK REGULATIONS

"Summary

"SPUR strongly supports immediate implementation of the Urban Design Plan through the adoption of new height and bulk regulations. The proposed regulations, however, should be modified with respect to building envelopes, view corridors through South of Market, Russian Hill high rise, the height of the 'base' below which bulk regulations do not apply, the addition of a new criteria for the spacing of towers, and building heights around Market Street plazas.

"Introduction

"A year ago, in our review of the new Urban Design Plan, SPUR stated: 'SPUR applauds the Planning Department for the completion of a monumental and magnificent task. We pledge our assistance to see that the Plan receives more widespread distribution, to see that it is adopted by the Board of Supervisors, to see that every City department recognizes its role in helping to carry out its objectives, and to stimulate a comprehensive effort to establish zoning based upon the Plan's proposals.'

"Proposed zoning regulations have now been drawn up by the City Planning Department, and have been put into effect as interim controls by the Planning Commission, which is holding public hearings during March and April to develop their recommendations to the Board of Supervisors. A significant by-product of these new regulations will be the disengagement of the Board of Permit Appeals from involvement in major building decisions. Appeals from developers whose proposals do not meet the new height and bulk regulations must be heard and acted on instead by the full Board of Supervisors under conditional use permit procedures.

"SPUR has reviewed the proposed new zoning regulations, and find that they conform in very large measure to the general principles and objectives set forth in the Urban Design Plan. There are several areas, however, where modification would improve the regulations:

"Building Envelopes and Standardized Architectural Form

"As now suggested, the bulk controls on tower profiles stipulate a maximum horizontal length of facade and a maximum

diagonal dimension for the tower plan. Since creating the maximum number of square feet of space on a typical office building floor is a prime goal of speculative design, it can be expected that developers will seek that building profile which will yield the largest floor. Unfortunately, the proposed controls have only one cross-section shape that is maximum: an octagon plan similar to the existing Aetna Building at Post and Montgomery Streets. Attractive though this shape may be, we feel it would be a mistake to create regulations which could encourage many more of these forms without the triangular site limits which give meaning to the Aetna plan.

"New York City is the classic example of a skyline shaped by two different zoning envelopes. Before the tower rule was adopted, zoning limits produced the familiar wedding cake of tiered structures, complicated shapes designed not to please the eye but to capture maximum allowable square footage. With the adoption of the tower rule, the standard form on Park and Sixth Avenues is the set-back box tower with the low-shouldered element tacked on behind. Maximum economic returns require utilization of maximum legal envelopes.

"In San Francisco it appears that the proposed regulations may encourage a new standard: an octagonal 'tower-on-a-base', with the base extending to the sidewalk line on all sides. Since control of bulk is the plan's objective, specifying a maximum floor area with a maximum dimension for the longest facade of the tower would give the intended result without defining a particular form. Any desired shape which fits the site and is within the specified area and maximum facade dimension would meet this requirement.

"The attached diagrams illustrate the present proposed controls and a suggested revision to the criteria for the G, H, and I bulk districts. The revision retains the present proposed 170 foot maximum facade dimension, deletes the proposed 200 foot maximum diagonal dimension and substitutes a maximum cross section area of 20,000 square feet. This maximum floor area would include the great majority of the commercial office towers built in San Francisco in the last decade, excluding only the broadest towers, building configurations which these proposed controls are designed to prevent in the future. Different numerical criteria should be devised for the remaining bulk districts, based on similar principles.

"The 'Bulky Base' Problem

"Large sites may also present bulk problems in the building volumes permitted below the height at which bulk controls take effect. For example, where a developer could secure the vacating of one or more streets or alleys, solid blocks of building enclosure could extend for very large distances. In an 'I' district, this volume could extend to a height of 150 feet creating a form which would virtually fill the normal view of passing pedestrians.

"Bulk of buildings does not present a problem until the height of a proposed building exceeds that of the surrounding area", say Planning Department staff members in explaining provisions which bring the bulk regulations into effect only above certain base heights (which range from 40 to 150 feet). This statement is true only from a skyline perspective. When viewed from a street level perspective, the 80, 100 and 150 foot base heights within which bulk is unregulated could become overpowering, diminishing light and air at the street level.

"SPUR accordingly recommends additional study be made to determine the need for bulk controls in this area. This study should attempt to relate the 'base' height to the width and character of abutting streets. On a project-by-project basis, developers should not be permitted to erect towers upon such a base when the design solution results in a building with awkward, ungainly proportions.

"Spacing of Towers

"With the large amounts of allowable building floor area permitted by large sites, multiple towers, each conforming to the maximum height and bulk controls, could be erected. The proposed controls contain no provisions for adequate spacing of towers to reduce the impact of their combined silhouettes. To take an extreme example, under the proposed regulations two separate towers could be erected on the same property with adjoining faces only one inch apart. Their combined mass would visually bulk the same as if they were one large tower. Such added controls should also be considered for their applicability to minimum spacing between towers of separate projects. One method that might give recognition to the possibility of a tower on any major lot would be to require significant tower set-backs from adjacent property lines but no set-backs from street property lines.

"To this end we recommend that existing multiple tower developments be evaluated and criteria developed for minimum tower spacing.

"View Corridors Through South of Market

"The proposed height and bulk districts now in effect protect the view corridors of California and Pine which intersect Market near the Embarcadero. However, such protection is provided to none of the other streets which presently afford easterly views of the Bay, the Bridge and the East Bay hills. Most regrettably, Sutter, Bush and Post Streets will have their view corridors abruptly terminated by new high-rise construction. But Geary and O'Farrell each provide such views well down the slope of the hill which crests along Gough and Franklin.

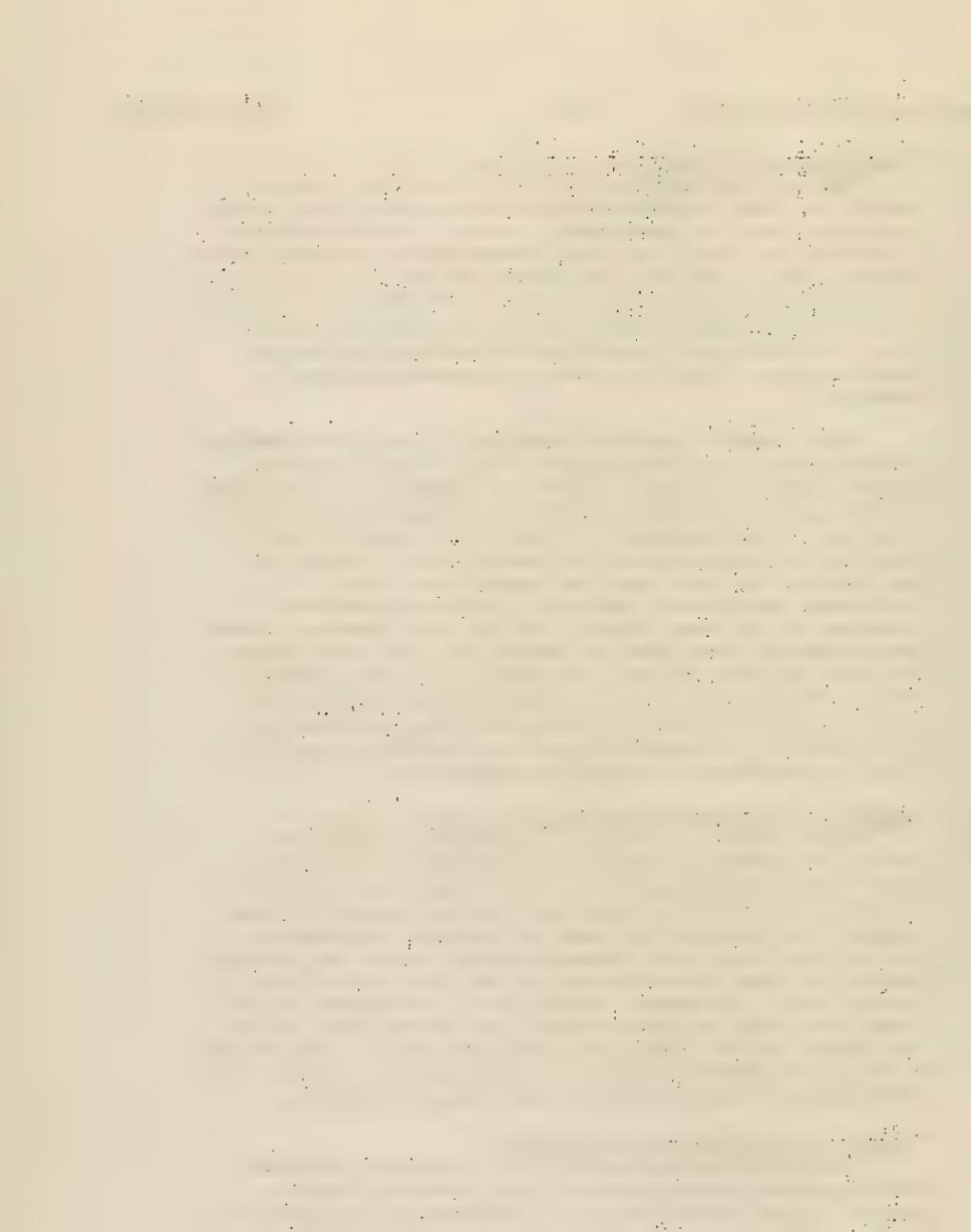
"View corridors should be designated through the South of Market district along extensions of both of these streets; building heights in excess of 100 feet should not be permitted (the Sheraton-Palace Hotel at the foot of Geary is presently 9 stories, or approximately 100 feet). The construction of high-rise buildings opposite the Market Street terminus of such streets does much more than simply block views; it establishes an enclosed, confining, dark and oppressive character to the street space. For this more important reason SPUR recommends that these two narrow view corridors through the South of Market district be established. The effects these corridors would have on properties have been closely examined, and SPUR would not agree that they would impose undue hardship; nor would they prove unworkable, since 9 to 10 story construction would still be permitted.

"Height of Buildings Surrounding Market Street Plaza

"Union Square is an example of effective concern to prevent the darkening effect of high buildings surrounding public parks and plazas. All perimeter buildings there are held to 140 feet in the Plan. In a similar manner, the regulations should reduce the height of buildings surrounding two new plazas now being created on Market Street for the BART system: the Powell Street Plaza and the Civic Center Plaza at Fulton Street. The Powell Street Plaza is surrounded on all sides by 400 foot heights and the Fulton Street Plaza by 240 foot heights on the north, east and south sides. Lower heights at their perimeters would bring welcome sunlight and sky into these important new additions to our urban environment.

"Height Variation in the Neighborhoods

"The City Planning Commission is experiencing neighborhood opposition to height limit zoning exceeding existing heights in most of San Francisco's residential neighborhoods. Such opposition is based on the strong feeling that San Francisco's present sun-lit character must be protected and retained. Since



high-rise construction in most of San Francisco's neighborhoods would represent change, it is simplistically seen by some as an unmitigated evil.

"However, height variation is not per se bad, and its judicious use in some of the City's districts could provide not only visual relief but could create a greater variety of residential opportunities than is now provided in these homogeneous areas. But such decisions for change in a neighborhood, however positive or well conceived, should be undertaken as part of a larger, more detailed view of each neighborhood's present and desired future character.

"Since the Urban Design Plan, a citywide effort, was not able to give such detailed and close attention to the future character of the City's residential neighborhoods, there is no fundamental basis upon which to recommend new high-rise development within these districts. However, as part of the community planning efforts being undertaken either at the initiative of neighborhood organizations (such as PAR with SPUR's assistance), or under the direction of the City Planning Department, rezoning to permit greater height should not be excluded as one of the positive tools in seeking a better future.

"Russian Hill Point Towers"

"The Urban Design Plan recommends that the basic building height on Russian Hill be 40 feet, but that the scattering of 'point towers' be permitted under certain criteria. Since the adoption of the Urban Design Plan, three high-rise towers have been proposed for Russian Hill. The controversy and frustration which has accompanied each of these proposals and the conflicting claims of whether or not the proposals meet Urban Design Plan criteria leads SPUR to conclude that such an open-ended regulation is unworkable. Indeed, with the completion of the three new high-rise towers, Russian Hill will have quite a collection of such buildings on its crest. As a design element perhaps the Hill might accommodate more towers, but increased density creates street and sidewalk congestion that detracts from its desirability as a place to live. Thus SPUR recommends that the Planning Commission remove from the proposed ordinance the provisions which would allow height above 40 feet. Like Telegraph Hill, future construction on Russian Hill should be limited to this level.

"SPUR Recommendation:"

"SPUR is pleased that the City Planning Commission has so quickly undertaken this massive citywide rezoning effort.

Only by such speedy action could the basic tenets of the Urban Design Plan be carried out. SPUR recommends that the height and bulk regulations be recommended for adoption by the Board of Supervisors in essentially their present form following consideration of the six modifications outlined above.

"Legislative controls, however, are essentially 'negative' - they prevent the ~~undesirable~~ from occurring, but are powerless to assure ~~that~~ desirable actions are undertaken. Thus SPUR repeat its earlier commitment to assist the City in undertaking the positive actions which can more effectively implement the majority of the Urban Design Plan's objectives and policies.

"Finally, the Urban Design Plan, even through the regulation of height and bulk, does not confront the question of 'how much is enough?'. Yet it is conceivable that the 700' height district on Market Street could be developed to that density within a short time. Relatively permissive height and bulk regulations - as these seem to be - will continue to permit the density intensification of San Francisco's central district. But the City has not yet determined its optimum level of development (or congestion). It may well be that the proposed regulations would permit a level of development beyond that which would be in San Francisco's best interests. Thus, the Planning Commission should plan to thoroughly re-evaluate the adopted height and bulk regulations after the completion of SPUR's alternative growth level study, to be completed in late 1973."

Captain W. T. Groner, U.S.N. (Ret.), 2317 Washington Street and a member of the Pacific Heights Neighborhood Council, stated that he endorsed the remarks which had been made by Mrs. Maeck in support of a 40-foot height limit for his neighborhood. He believed that the height limits which had been recommended by the staff of the Department of City Planning for the area would result in the replacement of present owner-occupants with tenants and absentee landlords who would be more interested in tax relief than in property maintenance. He felt that the 160-foot height limits recommended by the staff of the Department of City Planning for the Pacific Medical Center and for Jackson Street, as well as the limits being proposed for the areas north of Washington Street, would turn Washington Street with its 40-foot height limit into a canyon; and, as a result, the quality of the street would be ruined. He felt that both the Pacific Medical Center and Jackson Street should be subject to height limits which would allow no buildings to be constructed which would exceed the height of existing structures.

Mrs. Groner felt that residents of Pacific Heights should be allowed to vote on the issue of height limitation for their neighborhood.

William K. Gilmartin, 2224 Clay Street, stated that the massive development at the Pacific Medical Center had made him aware of the devastating effect which such development can have on a residential neighborhood; and he believed that construction of 16-story buildings on both sides of Jackson Street would have a much more damaging effect on the area. He remarked that the population of San Francisco has declined from 775,000 in 1950 to a present total of 715,000; and, since it was apparent that the population of the City would continue to decline, he did not understand why the City should have a need for high-rise buildings to house fewer people. He urged that a 40-foot height limit be established for his neighborhood.

Richard Garlinghouse, 2310 Buchanan Street and a member of the Pacific Heights Neighborhood Council, stated that his organization, which is concerned with the area bounded by Franklin, Vallejo, Steiner and California Streets, has one hundred resident members. He stated that the purpose of his organization is to preserve and enhance the residential character of the neighborhood; and he informed the Commission that the membership of his organization had voted on the previous evening to endorse the stands which had been taken by the Pacific Heights Association and the Planning Association for the Richmond with regard to the issue of height limitation.

Sandra Kirshenbaum, 2518 Gough Street and a member of the Pacific Heights Association, stated that Gough Street is one of the most beleaguered streets in the neighborhood. She stated that she had walked on Gough Street from Union Street to Pine Street to collect signatures on the petition favoring a 40-foot height limit; and, of all the various types of people that she had met, only two had refused to sign the petition. One of the people who had refused to sign was a young woman with a family who was fed up with the exodus of families from Gough Street to the suburbs and who had finally made a decision to move to Marin County herself. Miss Kirshenbaum also remarked that Herb Caen, in a recent newspaper column, had suggested that Mayor Alioto should stand at the intersection of Gough and Sacramento Streets for the next 15 years to survey the carnage and destruction caused by recent development trends; but she felt that any reasonable person would need to stand at the intersection for no more than 15 seconds to realize that development in the area should not be increased by even one degree. In conclusion, she stated that it should be obvious to the members of the City Planning Commission that people in San Francisco are no longer worried about having the City referred to as "Frisco"; instead, they are worried that the City will soon be known as "San Franopoly" and that their block will become known as "Park Place".

Jeffrey Leith, 1732 Baker Street read and submitted the following prepared statement on behalf of Judge Joseph Kennedy:

"As Chairman of Citizens for San Francisco, and on behalf of our Steering Committee which consists of representatives of the Greater San Francisco Chamber of Commerce, Building Owners and Managers Association, the Real Estate Board, the

Downtown Association, the San Francisco Planning and Urban Renewal Association, and Operating Engineers, Local 3, I would like to state our general support of the proposed height and bulk controls.

"You should be aware that such support is not lightly given nor was it arrived at casually. On the contrary, it is partially the result of several interpretative meetings with Planning Department staff and Commissioners. But, more important, it is the result of a thorough analysis made by a technical advisory committee, members of which were drawn from each of the above named organizations. This advisory committee exhaustively examined and tested, insofar as such theoretical exercises permit testing, the height and bulk controls which are of themselves a major element in the implementation of the Urban Design Plan. As a result, we recognize that these controls will impose a vast new set of constraints on development in San Francisco - constraints however, which generally strike the proper balance between form and function, preserving the form of a desirable physical environment yet permitting that environment to respond to and serve social and economic needs.

"As you know, the Citizens for San Francisco has supported the Urban Design Plan as a rational approach to good environmental planning. With the opportunity to react to these specific height and bulk controls, we want you and the public to know we still support this Plan. But let me go further. An element not before you tonight but which Citizens for San Francisco considers of equal importance are those non-legislative sections of the Plan which deal with the improvement of our neighborhoods. In the view of Citizens for San Francisco, there is not much of greater importance than the maintenance of San Francisco as a good place to live. We would urge you to devise methods to implement the neighborhood improvement policies of the Urban Design Plan at the earliest opportunity and not allow them to be obscured by this very commendable program to elicit response to height limits and building bulk controls.

"Several of our constituent organizations will be making more detailed comments to express their particular concerns. I think it is highly significant that these various comments generally can be characterized as concerns for the quality of this City.

"Again, let me state our general support for these controls. We are glad to be able to endorse this important first step in implementing the Urban Design Plan. Thank you."

A lady from the audience representing Mrs. LaRue, Co-Chairman of the Outer Richmond Neighborhood Association, stated that the members of her organization wished to preserve the family character of their neighborhood and to keep the area free of ugly apartment buildings. She also indicated that the members of her organization were concerned about the height of buildings now being proposed for the site of Playland at the Beach.

Kenneth Hunter, 604 - 48th Avenue and a member of the Outer Richmond Neighborhood Association, remarked that the City Planning Commission had already adopted a 40-foot height limit for Ocean Beach; yet, residents of the area had just learned that an 11-story building could legally be constructed within that 40-foot height limit at Playland at the Beach. No one from the neighborhood had anticipated that such buildings would be permitted under a 40-foot height limit; and he felt that the Commission should exercise its discretionary review authority to require builders to observe the spirit of height controls when instances arise in his or other neighborhoods in the future.

Eileen Morrissey, 2030 Jackson Street, supported the position which had been taken by the Pacific Heights Association. She stated that her property is zoned R-1 and that it is located near a number of schools and two parks; and she indicated that a large number of small children live on the street. As a result, residents of the area were quite concerned about the additional traffic which would be generated by high-rise buildings. Furthermore, they were afraid that high-rise buildings would block sunlight from their gardens. She remarked that construction of 10-story buildings on Broadway would block views from Jackson Street; and, while the properties on Broadway may be zoned R-5, she was not convinced that that zoning classification was appropriate. She felt that the entire neighborhood should have a 40-foot height limit.

Arthur Middleton, 160 Grand View Avenue and Executive Secretary of the Upper Market Planning Association, Inc., read and submitted the following statement:

"The Board of Directors of the Upper Market Planning Association have thoroughly reviewed your Commission's proposed Height and Bulk Controls, and at a meeting on April 19, 1972, unanimously passed the following motion:

'We, the Board of Directors of UMPA, recognize the merit of the Planning Commission's proposals for Height and Bulk Controls in the Upper Market area of 50 feet on Castro Street, 80 feet on Market with 105 feet adjacent to the Central Freeway. The economics of the situation require these limits as a minimum to achieve any significant private development on Upper Market, and we would not object to higher limits within reason. Therefore we firmly support the Planning Department's proposals.'

"There is quite general agreement among property owners and businessmen on Upper Market Street that these limits are rational and reasonable and would encourage the new development so desperately needed to complement the proposed beautification of the street itself. Equally unanimous is the feeling that the counter proposal of a 40 foot limit on Market Street would stifle any prospect of new buildings and so would perpetuate the many dreary and dilapidated structures that now blight our area - an incongruous situation on the newly resplendent main boulevard of our metropolitan city. There are, of course, a number of worthy existing structures that should, and would, be retained. Also, the smaller properties could not be built on to the limits, nor would all be absorbed into larger packages, so that the spectre of a solid wall of buildings of any specific height is not realistic. There is also general recognition that the scale and importance of Market Street demand something more than the blanket 40 feet of the surrounding area.

"The desirability of design controls to enhance and encourage good architectural design, and adequate sign control are deemed corollary requirements to ensure the uniform excellence of Upper Market."

Mary E. Burns read and submitted the following statement which had been prepared by Assemblyman Willie L. Brown, Jr.:

"I would like to begin by thanking the Commission for ratifying the efforts of the people of the Haight Ashbury in the recent re-zoning of that area. As a resident of that neighborhood, I truly appreciate your decision.

"The area under consideration this evening encompasses a large part of the 18th Assembly District. I would like to address myself to two of the neighborhoods included in this area: Western Addition and Pacific Heights.

"To the extent that the land under consideration is in the A-2 Redevelopment Area, I would ask that a tripartite agreement be negotiated between the Commission, the Redevelopment Agency and the Project Area Committee. As for the areas outside of the immediate A-2 area, I would support zoning exceeding a 40-foot height limit to allow for the opportunity to build low and moderate income buildings. I would ask that the Commission and its staff establish zoning criteria conducive to the building of such housing by publicly supported, non-profit or limited-dividend supported developers.

"In regards to the Pacific Heights area, I would call your attention to Policy 5 of the Urban Design Plan (p.92). That policy indicates that the height of new buildings should definitely be related to the heights and character of existing development.

"Policy 15, page 131 of Plan states that it is the purpose of the Plan to 'protect the livability and character of residential properties from the intrusion of incompatible new buildings.' I would submit to you that the proposed height guidelines for Pacific Heights area are certainly not within the spirit of the Urban Design Plan, nor are they compatible with more concrete recommendations of that Plan. Highrises of 105 and 160 feet in the Pacific Heights neighborhood are certainly not in keeping with the character of that area.

"You have heard tonight from the residents of Pacific Heights. They have presented you with various arguments against the 105' and 160' height limits. I believe that they are quite right in asking the Commission to alter these limits. I would like to lend my support to that request and urge that the residents' plea be adopted."

Claude Rosenberg, Jr., 2465 Pacific Avenue, felt that the height limits which had been recommended by the staff of the Department of City Planning for Pacific Heights may have been proposed because a large apartment building already exists on Steiner Street; however, if that were the case, he felt that the staff had made a bad decision. He stated that his property is zoned R-4; and, while he realized that a height limit in excess of 40 feet would be to his economic advantage in the future, he would be willing to give up that advantage in order to attain assurance that he would be able to live in a fine community for the remainder of his life. He remarked that the advent of BART will increase the competitiveness of suburban communities since that transit system will make it possible for people to travel from suburban areas to downtown San Francisco in 15 or 20 minutes; and he believed that a large exodus of families would occur if San Francisco does not take positive action to preserve the quality of its residential neighborhoods.

Robert Hogan, 100 Walnut Street, stated that he is a resident as well as an investor in the Pacific Heights Neighborhood. He remarked that he has a six-unit apartment building on Jackson Street which would have a 160-foot height limit if the recommendation of the staff of the Department of City Planning were to be approved. If the value of the land is \$30,000 at the present time, it would probably be increased to approximately \$150,000 if the 160-foot height limit were to be approved. However, since he had no desire to solve his own economic problems by ruining the character of the neighborhood, he preferred that properties on Jackson Street be made subject to a 40-foot height limit. He remarked that high-rise buildings require greater City expenditures for services than they return by

way of tax revenue during their first ten years; and, in addition, they drastically affect the quality of life in residential neighborhoods. If the Commission were to approve the height limits which had been recommended by the staff, he believed that it would be legislating the creation of a new ghetto in Pacific Heights. If the value of properties in the area were to be increased by greater height limits, taxes on the properties would also increase proportionally; and, as a result, property owners would be forced to raise their rents or sell their properties to high-rise developers. He remarked that a map contained on page 102 of the Urban Design Plan had indicated that Pacific Heights has no environmental deficiencies; and, in contrast, the map had indicated that the area in the vicinity of Hunters Point has the greatest density of environmental deficiencies in the City. Yet, a map which was contained on page 150 of the Urban Design Plan had indicated that few if any capital improvements affecting the environment had been made in either neighborhood. As a result, it seemed obvious to him that the Commission should be spending more time in an effort to improve the environment in the Hunters Point Area instead of trying to change the status quo of a neighborhood which has no problems. New development is not needed in Pacific Heights. Yet, it is needed in other neighborhoods in the City; and, by encouraging development in those areas, the Commission would stimulate more economic revenue for the City in addition to providing jobs and housing where they are needed. In conclusion, he stated that the number of people who can be accommodated in San Francisco is finite; and he believed that the finite number should be determined before decisions are made which will lead to increases in the population beyond that level, thus defeating the purpose of the City.

Michael Hall, 2395 Vallejo Street, remarked that 40-foot height limits are not necessarily conducive to great modern architecture; yet, on the other hand, he doubted that the Commission would favor a situation in which all of the properties located in 105-foot and 160-foot height limit districts would be developed to their maximum potential, thus overburdening and destroying the neighborhoods. Rather, he felt that the Commission would be of the opinion that only a few high-rise buildings would be appropriate in those areas; and, if that were the case, he felt that the height and bulk limits which had been proposed by the staff of the Department of City Planning should be abandoned and that new controls should be drafted which would permit a limited number of high buildings on a block-by-block basis rather than on a lot-by-lot basis.

Richard C. Hunt, 437 - 37th Avenue, represented Richmond Environment Action. He stated that the members of his group were opposed to the 130-foot height limits which had been recommended by the staff for properties at Geary and Arguello Boulevards and on Geary Boulevard between 10th and Funston Avenues. In addition, they were opposed to the 80-foot height limits which had been recommended on Geary Boulevard between 23rd and 27th Avenues and on Fulton Street between 14th and 18th Avenues and between 25th and 27th Avenues. Furthermore, they felt that the 40-foot height limit which had been recommended for R-3 areas in the Richmond Area should be reduced so that buildings which are constructed in the future will be in character with the single-family dwellings and two-unit flats which presently exist in those areas. He stated that the character of the Richmond District

deteriorates every day as single-family homes and flats are replaced by "ticky-tacky plastic" apartment buildings with parking lots in the rear yard areas instead of gardens; and, since many residents of the Richmond District are renters who can move to the suburbs if they do not like what happens in their neighborhood, they had not turned out in force to oppose the height limits which had been recommended by the staff of the Department of City Planning. In conclusion, Mr. Hunt recommended that mini-parks should be installed on each block in the Richmond District to bring neighborhood residents together if the Commission should decide to enact a 40-foot height limit which would result in the construction of more and more apartment buildings.

J. B. Phillips, 432 Ivy Street, spoke on behalf of the Jamiaddie Investment Co. concerning property located on the west side of Divisadero Street between Oak and Page Streets. He stated that the buildings presently occupying the site cannot be rehabilitated; and, therefore, they would have to be replaced. In redeveloping the site, he hoped to maintain the Phelps House, a historic building which is one of the oldest residential structures in San Francisco; yet, in order to preserve that building, he would have to be allowed to construct to a higher height on the northern portion of the lot. Therefore, he requested that the 40-foot height limit which had been recommended by the staff of the Department of City Planning be modified to 80 feet or 90 feet on the portion of his property which is located nearest to Oak Street. In conclusion, he displayed a sketch of the development which he proposed to construct on his property.

John Miklas, 1074 Pine Street, stated that he is one of the 75 percent of the population of San Francisco who rent dwelling units; and he indicated that he was opposed to construction of more high-rise structures on Nob Hill because such buildings would result in the removal of existing vegetation, would result in the eviction of present tenants, and would block views.

Thomas E. Curran, Jr., 2021 Pacific Avenue, stated that he had moved to San Francisco as a matter of choice and had paid a considerable amount of money for a single-family dwelling in a pleasant neighborhood; and he indicated that he would be willing to forego any conceivable profit which he might realize in the future from a higher height limit in order to preserve the present character of his neighborhood. If the Commission were to allow construction of a 160-foot building at Jackson and Laguna Streets and a 105-foot building at Pacific Avenue and Laguna Street, the rest of the neighborhood would ultimately be subjected to high-rise development. He felt that a 40-foot height limit should be established for Pacific Heights; and he observed that while such a height limit might discourage growth of the City's population, it would also prevent the development of problems now being faced in such cities as New York, where 200 or more people are now living on properties which used to accommodate only 20 or 30 people.

Fred H. Smith, 220 - 16th Avenue, stated that 80 percent of the buildings in his block presently have a height less than 40 feet; and, if all of the buildings in the block were to be developed to a height of 40 feet, the density of the block would be increased by approximately 30 percent. Under the circumstances, he did

not feel that the 40-foot height limit which had been recommended by the staff of the Department of City Planning would preserve the present density or character of his neighborhood. He recommended that buildings to a height of 40 feet be allowed only on corners and on commercial streets in the Richmond District in order to preserve and improve the quality of life in that area.

Allan B. Jacobs, Director of Planning, commented on statements made by members of the audience, as follows:

"I will keep these remarks brief as the chairman has suggested, because the hour is late.

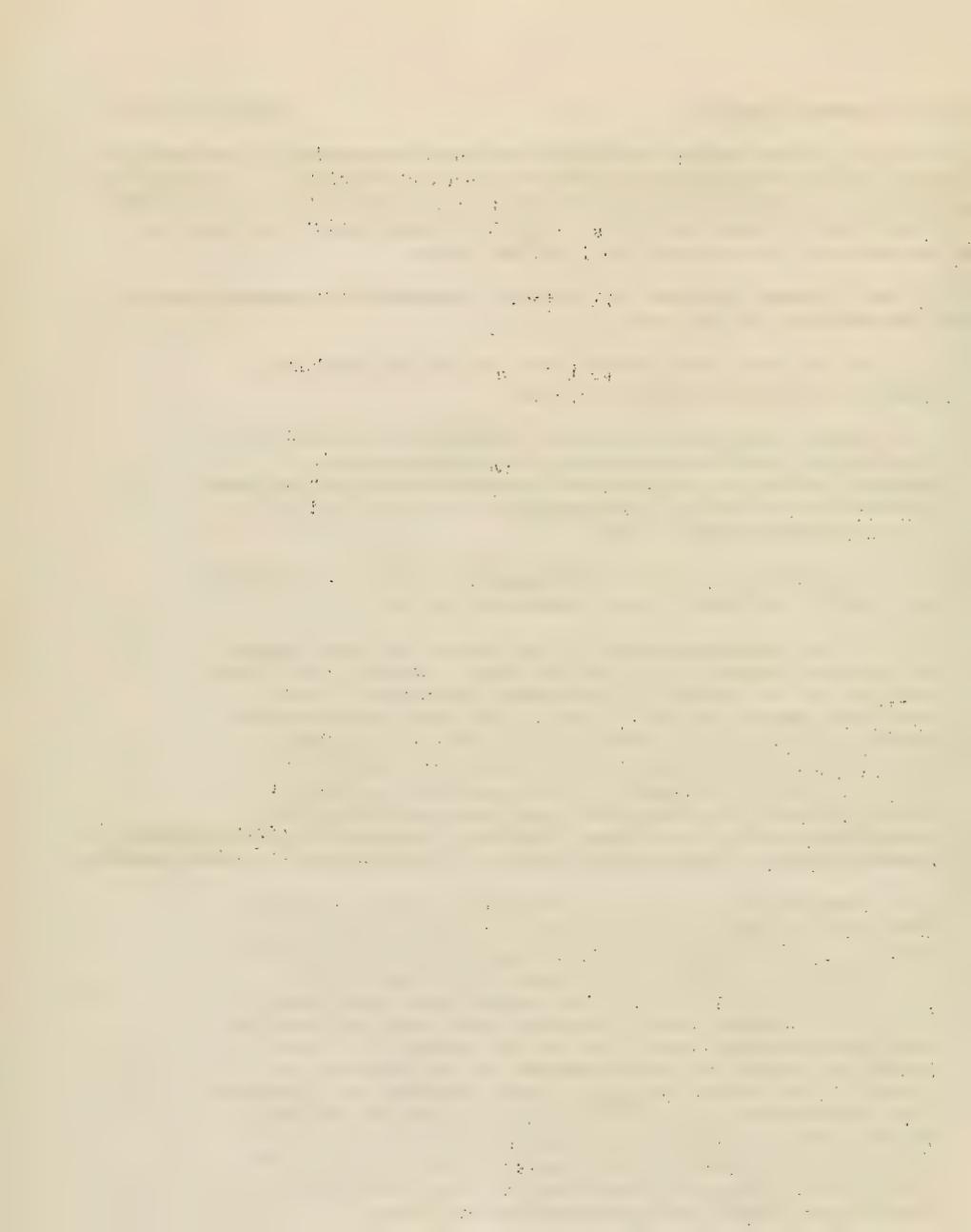
"As at other public hearings the staff have listened carefully to what has been said and have taken notes in addition to the recorded minutes, and everything that has been said will be taken into consideration by the staff in its final recommendations to you.

"I would like to make brief remarks, however, in relation to a few of the major issues raised here tonight.

"It is unfortunate that all the people who spoke tonight in favor of 40-foot limits did not come to the well-publicized hearings on the Master Plan amendments that were the basis for these present proposals. Those were long, well-attended meetings and about 95 percent of those who spoke at them were in favor of the overall Urban Design Plan and for the height guidelines proposed. We had considerable support at those meetings, but where valid questions were raised there were changes made in the Plan. Similarly, where valid points are made in these hearings, changes will be proposed for the height and bulk controls.

"Regarding the issue of growth that has been raised by many, let me point out the following: taking all the residentially-zoned land in the city, the proposed height limits would apply a 40-foot limit to about 95% of that land. Putting the other 5% and all the commercially zoned land outside of downtown under a 40-foot limit would decrease the population holding capacity by only a further 10%. This would not achieve the result desired by the opponents of growth. With respect to growth, then, measures of a different kind are required; height limits just will not do the job. On the issue of growth, there was a net increase of about 24,000 dwelling units in San Francisco between 1960 and 1970 and we still lost up to 50,000 people. The issue is very complex and height limits are not the key factor.

"In this regard, Mr. Smith, the last speaker, says that in his area, 16th Avenue, the existing and proposed 40-foot



limit would allow for a considerable population increase. Therefore he suggests a limit below 40 feet. The area where he lives is zoned either R-2 or R-3 and density, not height, is the controlling factor. Height has little to do with it.

"In my tenure here -- five years -- there has not been, until two weeks ago, any indication of public sentiment against the 105-foot height limit now under question, at innumerable meetings attended by the Department staff. In establishing the proposed height limits there was a strong presumption against changing any existing height limit unless there was an expressed desire for change. There had been none.

"There were some people who referred to passages in the Urban Design Plan to support their desire for lower heights. I'm sorry, but they were wrong. They all conveniently omitted reference to the height guidelines map in the Plan. That map is as much a part of the Plan as any of the objectives, policies and principles the people noted and is, in fact, based upon them. We may or may not have lower limits adopted, but the proposals before you are in line with guidelines of the Plan.

"Finally, as I said earlier, the views expressed tonight will be taken into consideration in our final recommendations to you."

President Newman stated that since there were no further persons wishing to be heard, the public hearing would be adjourned to the meeting of the City Planning Commission scheduled for May 25, 1972, at 2:30 p.m. in Room 282, City Hall.

The meeting was adjourned at 10:55 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

ABJ

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, April 27, 1972.

The City Planning Commission met pursuant to notice on Thursday, April 27, 1972 at 1:00 p.m. at 100 Larkin Street.

PRESENT: Walter S. Newman, President; Mrs. Charles B. Porter, Vice-President, James J. Finn, Thomas J. Mellon, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Mortimer Fleishhacker, member of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Edward I. Murphy, Assistant Director of Planning; James White, Planner III - Transportation; Dennis Ryan, Planner III - Urban Design; James Paul, Planner III- Housing Specialist; Joan Lamphier, Planner II; Charna Staten, Planner II; John Phair, Planner II; Moira So, Planner I; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner; Ralph Craib represented the San Francisco Chronicle.

1:00 P.M. FIELD TRIP

Members of the Commission and staff departed from 100 Larkin Street at 1:00 p.m. to take a field trip to properties which will be considered during the zoning hearing scheduled for May 4, 1972.

2:15 P.M. 100 LARKIN STREET

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, advised the Commission that the Legislative and Personnel Committee of the Board of Supervisors, meeting next Tuesday, May 2, at 2:00 p.m., will hold a hearing concerning a proposed Charter amendment which would provide that all seven members of the City Planning Commission be appointed by the Mayor.

The Director informed the members of the Plan Implementation Committee (Commissioners Finn, Newman, Porter) of a meeting scheduled next Tuesday afternoon, May 2, at 3:30 p.m.

The Director went on with his report as follows:

"Last week, the staff brought before the Commission two items relating to the proposed redevelopment of the Stockton-Sacramento site in San Francisco's Chinatown area. These two actions, selection of project boundaries and preparation of a preliminary plan, are required

by California Community Redevelopment Law. As you know, several questions were raised at the last meeting in discussing the preliminary plan concerning the density of the project (and possible dangers of impaction of the community). The staff was asked to review these matters again before the Commission took action on the preliminary plan.

"I would like to inform the Commission that the staff is in the process of collecting data to answer your questions on the preliminary plan, and we hope to be coming back to you for action on that plan within a very short time. Today, however, I would like to ask for the Commission's permission to reintroduce the draft resolution that simply selects project boundaries for the Stockton-Sacramento site. I am requesting Commission action on this matter because of the very serious time constraints which the Redevelopment Agency faces if it is to submit an N.D.P. application for this project to the Federal Government for funding within the coming fiscal year. Selection of project boundaries must be completed by the City Planning Commission before the Redevelopment Agency can begin to prepare an official application. The application must in turn be submitted to the Board of Supervisors by June 1, 1972, and to the U.S. Department of Housing and Urban Development by July 1, 1972. Selection of the project boundaries at this time will give the Redevelopment Agency five weeks to prepare an application for approval by the Board and by HUD. This application, I should add, will not commit anyone, you, the Agency, or the Board of Supervisors to any specific plan. The preliminary plan will still have to be prepared by our staff and will come to you for approval. Any further delays may well preclude submission of an application in time for the coming year.

"I would like to note in closing that the project boundaries recommended by the staff are equivalent to the survey area designated by the Board of Supervisors on March 20, 1972. You will recall that you recommended that the Board of Supervisors take that action. The precise legal boundaries are described in the proposed resolution. The staff respectfully requests your favorable action on this important matter."

Commissioner Porter asked if she were correct in understanding that the proposed redevelopment project was the result of two years of work accomplished by the staff of the Department of City Planning and Commissioners Fleishhacker and Mellon in cooperation with the Chinese Community. The Director replied that the proposed project was one of the results of the Chinatown 701 Planning Project.

Commissioner Mellon moved that the draft resolution be adopted. The motion was seconded by Commissioner Porter.

Commissioner Ritchie remarked that some of the concerns which he had expressed at last week's meeting had been misrepresented in the press. He stated that he was

not opposed to providing housing in Chinatown; however, he was concerned about the shape and size of the specific project being proposed. While he understood that the Commission was now being requested to vote not on the design of the project but on the boundaries of the project area, he felt that it was likely that a project containing 200 parking spaces, stores, townhouses, and one or two 15- or 16-story towers would inevitably be proposed for the site; and he felt that the Commission should be given firm assurance that it would have the right to approve or reject the style of the project in the future if the action now being recommended by the Director were taken. He believed that the proposed development would be an extremely complex project which would cost between 15 and 20 million dollars; and, since the project would be a public undertaking rather than a private development, he felt that the Commission should have an even greater concern about the design of the project and the lifestyle it would provide. He also indicated that he had a feeling that property owners in the area had not been notified of the plans which were being formulated for development of the site; and he felt that they would appreciate knowing that two 15- or 16-story towers were being contemplated for the property. He stated that the Director had assured him that a rough outline indicating how the proposed project would appear would be available for review by the Commission in two or three weeks; and he felt that property owners should be notified of the date on which the Commission would be asked to take action on the proposed preliminary plan. He asked if conditions could be included in the draft resolution presently before the Commission specifying that the Commission would reserve the right to approve the style and density of the proposed development in the future and requiring that adjacent property owners be notified about the type of development being proposed.

The Director emphasized that a series of approvals involving action by the City Planning Commission, as well as other agencies, would be required before construction could commence on the site; and, as a result, he felt that the Commission would have ample opportunity to react to the style and density of the proposed development.

Commissioner Ritchie asked the Director if he agreed that the proposed development would involve an expenditure of between 15 and 20 million dollars. The Director replied that he had no idea how much the project would cost. He emphasized, however, that the project would probably not be required to provide one off-street parking space for each dwelling unit because the units would be occupied by elderly people.

Commissioner Porter remarked that Mandarin Towers, a private apartment development in Chinatown, provides no parking whatsoever.

President Newman stated that he did not oppose use of the subject site for a redevelopment project to provide housing for Chinatown. However, in view of the fact that some high-rise buildings have been built in the City which do not provide the best possible facilities, he felt that more information regarding the proposed project should be obtained from the staff before action is taken on the preliminary plan. He indicated, however, that he would vote for adoption of the draft resolution which would establish boundaries for the Redevelopment Project Area.

When the question was called, the Commission voted unanimously to adopt Resolution No. 6833 to select a redevelopment project area to be known as the Stockton-Sacramento Redevelopment Area and to establish the boundaries for that project area.

R72.25 CHANGE IN OFFICIAL SIDEWALK WIDTHS, NOE AND SANCHEZ STREETS
BETWEEN MARKET STREET AND DUBOCE AVENUE FROM 19 FEET TO 13
FEET AND 30 FEET RESPECTIVELY.
(UNDER ADVISEMENT FROM MEETING OF APRIL 20, 1972).

Allan B. Jacobs, Director of Planning, stated that he had been advised that the Commission, at its previous meeting, had postponed action on this matter for one week because of questions involving City assumption of all maintenance and liability responsibilities in the sidewalk areas. Because of their fiscal and possible precedent-setting implications, he believed that such questions should be considered by the Board of Supervisors and not by the City Planning Commission; and, therefore, he did not intend to make any recommendations regarding those questions. He stated that he strongly endorsed the proposed plan of improvements for the subject neighborhood; and he recommended that the sidewalk narrowing and widening of Noe and Sanchez Streets between Market Street and Duboce Avenue be found in conformity with the Master Plan.

No one was present in the audience to speak in favor of or in opposition to the proposed project.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Mellon, and carried unanimously that the Director be authorized to report that the proposed changes in the official sidewalk width of Noe and Sanchez Streets between Market Street and Duboce Avenue, as shown on drawings 9-20-288 and 9-20-289, are in conformity with the Master Plan. It was further recommended that the landscaped center islands at the foot of Beaver Street and Henry Street and on Noe Street at 14th and Duboce and on Sanchez Street at 14th Street be included in the project.

REVIEW OF SITE PERMIT APPLICATION NO. 407971 FOR A 14-UNIT
APARTMENT BUILDING WITH A HEIGHT IN EXCESS OF 40 FEET AT
1180 FILBERT STREET.
(UNDER ADVISEMENT FROM MEETING OF APRIL 20, 1972)

Allan B. Jacobs, Director of Planning, stated that Ed Gee, architect for the subject project, had informed the staff of the Department of City Planning that his plans would be modified so that the rear portion of the dwelling would not exceed the 40-foot height limit. As a result, the application would not require specific authorization by the Commission and could be approved administratively by the Zoning Administrator.

President Newman requested that a letter be sent to Mr. Gee expressing the appreciation of the Commission to him for bringing the plans into conformity with the 40-foot height limit.

At 2:45 p.m. President Newman announced that the meeting was recessed. Members of the Commission then proceeded to Room 282, City Hall, and reconvened at 3:00 p.m. for hearing of the remainder of the agenda.

CONTINUATION OF THE PUBLIC HEARING ON A PROPOSED AMENDMENT TO THE MASTER PLAN. THE AMENDMENT INCLUDES MAPS, OBJECTIVES AND POLICIES CONTAINED IN PAGES 11 THROUGH 36 OF " THE IMPROVEMENT PLAN FOR TRANSPORTATION" AS REVISED BY THE MEMORANDUM OF APRIL 5, 1972, ENTITLED "COMMENTS RECEIVED ON THE IMPROVEMENT PLAN FOR TRANSPORTATION."

Allan B. Jacobs, Director of Planning, made the following introductory comments:

"In August 1971, the Improvement Plan for Transportation, A Proposal for Citizen Review, the third major report recommending revisions to the Master Plan for San Francisco, was presented to you and to the residents of the city. The report was prepared by the staff of the Department of City Planning in consultation with the Department of Public Works and the Municipal Railway. Transportation: Conditions, Problems and Issues, a report published by the Department in January 1971, provided much of the necessary background information for the proposed Improvement Plan.

"The Improvement Plan for Transportation has provided a vehicle for focusing public attention on developing a more effective transportation system. Since the initial presentation of the Improvement Plan in August 1971, the Commission has held three public hearings in which 50 citizens, individually or representing community groups, have voiced their reactions and made recommendations on the objectives and policies contained in the report. The staff of the Planning Department met at least once with 16 community and citizen groups, including SPUR, Mission Coalition, SPEAK, the Bicycle Coalition, Pacific Heights Improvement Club, PAR, Bernal Heights Improvement Club, and the San Francisco Chamber of Commerce, among others. A series of meetings were held with several of these groups in order to resolve specific issues. Meetings were also held with other individuals concerned with the various aspects of the Plan. In addition, 17 letters were received concerning the Plan. All of the comments obtained were carefully evaluated, and on April 5, 1972 this material was made public in a memorandum, 'Comments Received on the Improvement Plan for Transportation' which, in addition, contained 28 major recommended changes to the Master Plan section of the report. The staff received comments on this memo, and considered them in the final revision of the Plan, copies of which were made available on April 21. This final revision contains all the changes recommended and discussed in the April 5 memo, plus text changes made to clarify points or make the text more readable. This revised plan represents a new step in

the planning process, intended to help in review. This is the first time we have had a version of a Plan including recommended changes prior to Commission adoption. With previous plans we've had to work with just a change memorandum and the Improvement Plan document.

"More than 600 copies of the memo containing the recommended changes were mailed to all those persons who had received the original Improvement Plan. Since budget limitations precluded mailing both documents, we felt that it was more important that the memo answering the comments received and explaining proposed recommendations be available to the public as soon as possible so that they could review it and respond to us with any further questions about the Plan.

"The Improvement Plan represents the first of five steps in the Planning-Development process, which involves revising the Comprehensive Plan and reorganizing comprehensive planning. The Planning-Development process is divided into five components: objectives and policies; improvements; development strategy; area planning; and development programming. The Improvement Plan for Transportation represents the first step, which includes the development of longer-range objectives, policies and general plans for the improvement and future development of the city, organized in terms of planning elements, such as residence, recreation and open space, urban design and transportation, to name a few. Revision of each element according to concerns expressed during a citizen review period is followed by adoption of the objectives, policies and plans for these elements as part of the San Francisco Master Plan. The second step in the process is the preparation of citywide improvement plans to translate longer-range objectives, policies and plans for each element into shorter-term programs, sites and targets with the assistance of the agencies responsible for carrying them out. This step will be the next one for the Planning Department in the transportation planning-development process.

"Today, the revised Plan for Transportation is being presented to the Commission for consideration as an element of the Master Plan.

"Mr. James White will now present the highlights of the Plan, focusing on the many changes that have come as a result of citizen review and comments."

James White, Planner III - Transportation, summarized the changes which were being recommended by the staff of the Department of City Planning in the Improvement Plan for Transportation. The changes are stated and explained in the memorandum dated April 5, 1972, and entitled "Comments Received on the Improvement for Transportation" which is available in the files of the Department of City Planning.

The Director, concluding the staff presentation, made the following statement:

"I would like to point out that throughout the Planning process, as each plan is produced it is carefully reviewed with previous plans to bring all elements into conformance with each other. This applies to the Transportation Plan in that it has been reviewed and brought into conformance with the Northern Waterfront Plan, the South Bayshore Plan and the Urban Design Plan.

"There is another philosophical difference that could be noted. For some, transportation planning follows trends - it provides for what exists and what appears to be happening according to projections. This has been the philosophy of many and has led to more and more foes to accommodate the auto. For others, transportation planning should be used to provide the 'ideal' community - that community we all want to have and which we would have were there no constraints. In many respects that is what the totally anti-auto, pro transit people are for. Those same people should also remember, that when specific transit proposals are made, people are, just as often, against those, too. The Transportation Plan presented today represents a philosophy somewhere in between the two extremes, but clearly leaning to the 'lets plan for what we want', rather than 'what's going to happen anyway' approach. It is here that many of our differences with D.P.W. exist. There were substantial changes in the Plan which, in effect leave open the solution to the problem of coordination and organizing.

"In closing, I would like to note that we have been working on the Plan for Transportation for over 5 years. It is not a simple document, nor will it ever be complete. For example, the problem of commercial trucking and service for the City is not as thorough as it should be, nor is the Citywide parking plan. The Plan does not cover maritime activity nor air transportation, certainly parts of a comprehensive transportation plan.

"But the Plan does present a strong, clear framework for transportation, based on the views of the people in regard to how they want their City to work, and how they want it to look, and how we, as professionals believe it can and should work. The money to pay for achieving the Plan will not be available tomorrow. But we must have a clear statement of where, for now, we want to go and I believe you have that.

"The staff recommends for adoption the Plan for Transportation you have before you today."

Toby Levine, co-chairman of the Planning Committee of the Mission Coalition Organization, read and submitted the following prepared statement:

"The Mission Coalition supports many of the general policies and objectives of the Transportation Plan. In particular, we support the following:

- "1. Citizen involvement in the planning and developing of the Transportation Plan.
- "2. The emphasis on the development of an improved transit system, giving the latter priority over the automobile.
- "3. The concern shown in the Plan for protecting neighborhoods and for improving the quality of life in the neighborhoods. We do question whether the Plan will have the effect of improving the quality of life in the Mission Model Cities area.
- "4. The suggestion of the creation of a single agency to deal with all aspects of transportation ONLY SO LONG as methods for protecting neighborhoods and including community input are incorporated into the agency in a meaningful way.
- "5. We certainly support all the additions made in the Plan concerning the bicycle.

"The Coalition is still very concerned about the Thoroughfares Plan Section. We feel that the quality of residential life in the neighborhoods must be maintained and improved. We do not feel that this has been insured by the revised plan so far as the Mission Model Cities area is concerned. We are willing to bear a share of the commuter traffic to the Peninsula, but feel that with this Plan, unless certain changes are made, that we will continue to be a 'Freeway'. The following are the items of greatest concern to us and we wish them to be added to the Plan.

- "1. We strongly support the redesigning of the San Jose exit off-ramp mentioned on p. 26-27 of the Memorandum dated April 5, 1972. We want this included as an example of Policy 3 p 39 of the Summary concerning Freeways entering the city, or in the Guide to Thoroughfares.
- "2. We support the recommendation found on p. 43 of the Memorandum that Folsom Street be deleted as a secondary thoroughfare, but have been unable to find that recommendation in the Summary. We would like to recommend that it included in the Plan.
- "3. We feel that the following statement must be added to the Policy 2, page 38-39 of the revised summary which reads

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'Design Streets for a level of Traffic that will not cause a detrimental impact on adjacent land uses'. The statement to be added is as follows:

- " "No additional 'sidewalk narrowings', tow-away zones and one-way streets are to be instituted in a residential neighborhood if the intention is to benefit the commuter to the detriment of the resident. Furthermore, a re-evaluation is to be made of the existing one-way streets and tow-away zones throughout all residential neighborhoods in San Francisco.'
- " Without such a statement, it will be very difficult for community groups to bring about changes in policy and action in the various city departments. We need this handle, and we feel that it is compatible with City Planning's concern for neighborhood life.
- "4. We request that Guerrero and Valencia Streets be removed as major/secondary thoroughfares in the Mission. With South Van Ness, Potrero and Army as Major Thoroughfares, 16th Street as a secondary and Mission as a Major Transit Street, we feel that is enough for a small, mile by a mile and a quarter neighborhood. Furthermore, when implementation of the policies approved here are carried out, we want actual physical measures developed to carry-out traffic reductions on Folsom, Guerrero and Valencia. Needless to say, we agree with the Planning Department that there should be no increase in traffic on the existing major/secondary thoroughfares.
- "5. We feel that Policy 1, p. 37 of the Summary concerning truck traffic is not strong enough. Truck traffic is killing the Mission. One of the main reasons we have been unable to obtain HUD financing for new housing has been due to the noise and pollution from truck traffic. We feel that this policy statement should read:
- " 'Heavy truck traffic must be removed from residential streets and confined mainly to freeways and certain very limited non-residential feeder streets'.
- " We feel that implementation of this policy needs to begin immediately.

"The Coalition believed that all five of our major points are of importance and that if these points are not adopted, the plans for improving our neighborhood will be in jeopardy as will the Model Cities program."

Norman Rolfe, representing San Francisco Tomorrow, made the following statement.

"The current revision of the Improvement Plan for Transportation is an improvement over the previous one. However, we still find it disappointing. It begins again by saying good words about curbing the automobile and promoting the role of public transportation, but as we get into the discussion of details and implementation, we find more and more emphasis on highway-type projects and less and less emphasis on transit. Perhaps the insidious influence of the Department of Public Works and other highwaymen is still too strong.

"The fundamental assumptions generally sound good, although we wonder about the predicted increase of 200,000 commuters. We question the wisdom of planning for and allowing this large an increase. We wish to emphasize that no developments should be permitted without appropriate consideration of public transit, and without providing for the movement of all the people involved by transit.

"In view of the unacceptable social and environmental damage which heavy reliance on the private automobile has caused, all implementation of this plan should be guided by the principle that auto traffic must be reduced whenever and wherever possible, and that if any reduction in auto traffic in a specific part of the city appears to result in an increase in another area, then appropriate measures should be taken to reduce auto traffic there also.

"Specific Comments follow:

"General Objectives and Policies:

"Objective 1, Policy 2: This cannot be emphasized too strongly. We must reiterate that public transit must receive priority over the private automobile.

"Objective 2, Policy 1: In the discussion it is stated that highways should be located and designed to avoid encouraging scattered, unplanned patterns of growth. This is exceedingly difficult, if not impossible, to accomplish; that is, to design highways that will not have ill effects on the environment.

"Objective 2, Policy 2: Under this we must add our previous remark that all new development must be co-ordinated with transit.

"Objective 2, Policy 3: The best way to reduce pollution and noise is to maximize the use of electric vehicles. The city has, as the plan notes, long been committed to transit powered by electricity. We urge you not to falter on this one. We urge you to join the movement to keep electric vehicles on Market Street.

"Objective 2, Policy 5: The remarks here about traffic routes not splitting neighborhoods, or posing barriers to movement among them are well taken and conflict with the protected residential area concept. We must be careful not to make islands or embattled enclaves out of our neighborhoods by artificially separating them.

"Mass Transit Plan

"We are glad to see it moved up to a higher priority.

"Objective 1, Policy 2: The remarks later in the plan about through streets and peripheral parking conflict with this. I wish to emphasize again that transit should receive priority in case of conflict.

"Thoroughfares Plan

"Objective 1, Policy 1: Here again we must be sure that we don't isolate neighborhoods and cut them off from the rest of the city with this major thoroughfares concept.

"Objective 1, Policy 2: The remarks about when streets should not be widened are well taken. We suggest that you convey this strongly to the DFW.

"Objective 2, Policy 1: Reducing intersections on major thoroughfares will cause them to attract even more traffic, as will synchronizing signals. Synchronizing signals will also make life even more distracting and dangerous for people living and walking along them. In general, grade separations should not be built. They disrupt the neighborhood and attract more traffic. We suggest that you insert the following after '...where possible...' (5th line page 41):

..., and where such an elimination of an intersection would not eliminate direct and convenient access of pedestrians and bicyclists to the other side of such thoroughfare,...

"Objective 2, Policy 2 and Objective 3, Policy 1: Both of these will be well served by giving pedestrians priority over automobiles.

"Objective 4, Policy 2: We call your attention to the plan for upper Market Street proposed by the committee of neighborhood organizations and endorsed by San Francisco Tomorrow which calls for four traffic lanes and bicycle lanes. This plan conforms to this policy perfectly, and we urge you to support it.

"Guide to Thoroughfares Plan"

"We take several exceptions to this. We find it distressing that you can call for so many freeways.

"The Maritime Parkway is nothing but a surface freeway. The Bay-North Point one-way couple is an extension of it which will create pressure for a further extension of this surface freeway system to the Golden Gate Bridge and then for a second deck on the Bridge. Neither of these should be undertaken.

"As for state route 480, it should never even be given serious thought, and planning should be so directed so that it will never be necessary.

"The Hunters Point Freeway should not be built. The maximum here should be a two lane road for trucks only.

"Time prevents comments on other details of this guide, so suffice it to say that we favor those which reduce the number of automobiles moving about the city and oppose those which do not, and to reiterate that Market Street should be four lanes from Van Ness to Castro.

"Downtown Transportation Plan"

"Objective 1, Policies 2, 3, and 5: We must object to the terms 'peripheral parking', or parking adjacent to the downtown area. You forget that all those automobiles have to pass through neighborhoods where people live. Therefore, the protection of the livability of the city demands that the numbers of these autos must be reduced. This is better done by improving public transit and restricting automobile movement and parking than by providing more parking spaces.

"The best peripheral garages are the ones attached to people's homes -- let them take transit from there.

"Objective 2, Policy 2: We suggest that the East Bay Terminal be studied as the location of a terminal to coordinate local, regional, and long distance transportation.

"Citywide Parking Plan"

"Once again, we must deplore the strong emphasis on parking and autos and the lack of emphasis on encouraging public transit in order to reduce the necessity for auto facilities.

"We applaud the remark in the discussions of Objective 1, Policy 2: '...there is a limit to the number of automobiles the city can accommodate, either moving or in place...' This should always be a foremost consideration in planning, probably the foremost one in transportation planning.

"In closing, this plan is an improvement over what we had before, but it still has lots of room for improvement."

Sue Bierman, Chairwoman of the Transportation Committee of the Haight Ashbury Neighborhood Council, stated that residents of her community had no enthusiasm for undergrounding the existing roadways or building new roadways. Instead, they felt that better transit should be provided; and they believed that the emphasis of the Improvement Plan for Transportation should be on transit. She noted that the people of San Francisco had been strong in their support of BART even though they had been greatly inconvenienced during the construction process; and, as a result, she felt that the plan which had been prepared by the staff of the Department of City Planning was "out of step with the times" since it placed more emphasis on improvement of roadways and tunneling than it did on transit. She stated that residents of her neighborhood were afraid that the proposal to underground Kezar Drive might in some way be related to the recent decision to close Park Police Station; and she felt that residents of the area should be permitted to work with their neighborhood representatives from the Department of City Planning before any changes are made in the vicinity of Kezar Drive. She stated that residents of her neighborhood had to go to court in order to obtain adequate transit service on Parnassus Avenue; and she indicated that the neighborhood would appreciate the assistance of the Commission when such situations arise. In conclusion, she stated that the members of her organization did not favor the proposal to establish a separate Transportation Commission but would prefer to continue to deal with the City Planning Commission on such matters.

Jean C. Koelling, representing the Golden Gate Park Committee of the Planning Association for the Richmond, read and submitted the following statement:

"The Golden Gate Park Committee of PAR wishes to thank the Planning Commission for its cooperation in recommending in its revised transportation plan, objectives which the committee feels to be important in preserving and maintaining the Golden Gate Park as a recreation green-belt in the City of San Francisco.

"In general, the committee agrees with the transportation policies and objectives having to do with recreational facilities; however, the committee wishes to emphasize some of the more important objectives, and add a few comments.

"We agree with Objective 2, p. 9: (It is the intent)..' of the transportation plan to use the transportation system as a means for guiding development and improvement of the environment...' With this

objective in mind, the committee wishes to reiterate what it said in its comments at the transportation hearing several months ago: the automobile is choking and subverting what should basically be a pedestrian and bicycle recreation area. And the committee also wishes to make reference to and commend the Commission for its Objectives 3, p. 12; 4, p. 13; 2 and 3, p. 15: i.e., 'to provide safe and pleasant space for pedestrians; to allow for safe use of bicycles as a means for transportation and recreation; to increase short-term parking facilities near major institutions and recreational facilities; and to provide convenient and safe parking facilities for bicycles.'

"The committee agrees wholeheartedly with these objectives and feels that priorities concerning the automobile and recreation have changed, that recreational automobile driving in the Golden Gate Park is incompatible with the increased demands for recreation being made on the Park. We therefore recommend that JFK Drive should not only be closed to through commuter traffic, as you have recommended in your transportation plan, but that it be closed to recreational driving as well, and that autos in general be banned from the Park excepting autos seeking access to the Museum and Academy of Sciences area, certain excepted people, as employees and handi-capped people; busses and emergency vehicles.

"This means that all other roads in addition to JFK Drive, except Major through routes as Pk. Presidio - 19th Avenue, the Crossover and Kezar Drive, would be closed to through commute and pleasure traffic. The Committee recommends instead that several closed, non-through loops be created out of existing roads, such as the roads leading to the Museum area, South Drive, and road leading to Spreckles Lake. These loops would provide access to the Park's interior and would provide some off-street parking.

"The Committee would also like to state that we believe there is no such thing as pleasure driving anymore in a much-used area as Golden Gate Park. Witness the bumper-to-bumper traffic on all the Park's roads on a sunny Sunday afternoon.

"The committee wishes to comment on the Commission's recommendation to put Kezar Stadium Drive underground, as mentioned on p. 50. This we agree with; however, it is imperative that the surface disarrangement be as minimal as possible during construction and that the roadway be wide enough to accommodate the increased amount of traffic expected from traffic diverted from JFK Drive. We also agree that the Kezar Stadium area be restored to the park for recreational uses and that perhaps the immediate vicinities of the Stadium, the Park Hospital, and the Police Station be developed to provide major parking facilities, perhaps underground, and concomitantly, develop termini for mini-transit facilities, such as elephant trains to shuttle people back and forth to the Park. In this way recreational use and space is maximized and auto use is minimized, in the Park.

"In accordance with Policy 6, p. 21, developing a financing system for transportation, we believe it entirely feasible to obtain monies for re-structuring the roads and installing mini-transits, and developing parking facilities for bicycles and automobiles. Let us not forget the bicycle: we agree with Objective 3, p. 15, 'to provide convenient and safe parking facilities for bicycles.' Additional bike racks are urgently needed around the Museum and Academy of Sciences and Arboretum areas, as well as in other selected areas located throughout the Park.

"We appreciate this opportunity to participate in developing a master plan for the Golden Gate Park, a unique, beautiful recreational for all the inhabitants and visitors of San Francisco. We would like to keep it as green and open as its founder envisioned."

At the conclusion of her presentation, Miss Koelling submitted the master plan for Golden Gate Park which she had prepared. She also submitted, but did not read, a statement which had been prepared to reflect the position of the general membership of the Planning Association for the Richmond regarding the Transportation Plan.

Jack Murphy, 1405 - 7th Avenue, represented the San Francisco Bicycle Coalition. He stated that he was very pleased with the changes which had been made for bicycles in the revised plan; and he indicated that the staff of the Department of City Planning had included almost everything that he had asked for in the revised plan. However, a couple of additional requests had come to mind during the interim. He noted that page 51 of the revised plan proposed that 19th Avenue should ultimately be rebuilt as a parkway; and he suggested that consideration be given to providing a bicycle lane in the design of the new parkway. He also remarked that his suggestion for a bicycle approach to the Golden Gate Bridge via Lincoln Way had been deleted from the Plan; and he felt that it would be advisable to restore that route unless the staff of the Department of City Planning had a specific reason for deleting it from the plan. Whereas the staff of the Department of City Planning, on page 51 of the revised plan, had specified that Market Street between Van Ness Avenue and Castro Street should have no more than six lanes, he agreed with Mr. Rolfe who had proposed that that portion of Market Street have only four lanes for automobile traffic and that it have bicycle lanes. While he realized that some people might be concerned that reduction of the number of traffic lanes on upper Market Street might result in diversion of traffic into adjacent residential neighborhoods, he believed that that problem could be resolved by reducing the capacity of adjacent streets as pressures arise until such time as people are encouraged to use bicycles rather than private automobiles. Changing to another subject, he remarked that it was his impression that street widening projects are continually being proposed because the Department of Public Works has money available for such work. Because of his concern with that problem, he had written to the Director of Local Governmental Fiscal Affairs to ask whether it would be legitimate for the Department of Public Works to use gas tax funds to narrow streets and widen sidewalks instead of widening streets and narrowing sidewalks. The letter which he had received in reply had indicated

that the law is not specific on that subject; however, it was conceivable that use of the funds for such a purpose would be legitimate if widening the sidewalks and narrowing the roadways would serve to improve both automobile and pedestrian movement. It would be the responsibility of the City to make that determination; and the City's decision would not be subject to review by the Bureau of Local Governmental Fiscal Affairs. As a result, Mr. Murphy observed that the same amount of gas tax funds could still be spent, and the same number of jobs provided, but for a very different purpose than at the present time.

Frank Scheifler, Acting General Manager of the Municipal Railway, remarked that Objective 1, Policy 1, of the revised transportation plan specified that citizens should be involved in planning and developing transportation facilities and services; and he indicated that the Municipal Railway involves citizens in its planning at the present time. Objective 1, Policy 2, specified that priority should be given to public transit as a means of meeting San Francisco's transportation needs, especially those of commuters. He questioned whether the "commuters" referred to were local citizens or people from out of town; and he remarked that he did not feel that the Municipal Railway should go out of its way to favor out-of-town passengers. Objective 1, Policy 2 of the Mass Transit Plan provided that overall transit service should be intensified in the central area; and, since the Municipal Railway already has a great concentration of vehicles on Market and Mission Streets and on many cross streets, he questioned the advisability of that policy.

Commissioner Rueda asked the Director to comment on Mr. Scheifler's remarks as they were being made.

The Director stated that the commuters referred to in Objective 1, Policy 1 were both local and from out of town. Commissioner Finn emphasized that the phrase "public transit" in that policy did not refer only to the Municipal Railway but also to BART and other forms of public transportation. The Director stated that the "central area" referred to in Objective 1, Policy 2 of the mass transit plan was defined in the report as the area north of Army Street and west of Fillmore Street; and he believed that that area was larger than Mr. Scheifler had interpreted it to be.

Mr. Scheifler remarked that Objective 1, Policy 7 of the Mass Transit Plan called for consideration of possibility of supplementary, privately-operated transit services; and, if that reference was to jitneys, he felt that the policy would be in conflict with Objective 1, Policy 1 of the Mass Transit Plan which called for improvement in the speed of transit travel. He stated that the Municipal Railway has had nothing but problems with the jitneys on Mission Street in terms of travel time, safety, and competition. Objective 1, Policy 8 of the Mass Transit Plan called for establishment of frequent and convenient transit service to major recreational facilities and for provision of special service for sports, cultural and other heavily attended events; and he felt that the Municipal Railway already operates in conformance with that policy. He questioned Policy 3 of the Rapid Transit System Criteria which specified that transit service should be provided from residential areas to major employment centers outside the downtown area.

The Director stated that the service referred to in that policy would not necessarily be provided by the Municipal Railway.

Mr. Scheifler suggested that a phrase should be added to Objective 4 of the Mass Transit Plan providing that bicycle routes should not be located on transit streets. The Director replied that that issue had been taken care of elsewhere in the plan.

Mr. Scheifler, referring to Objective 3 of the Downtown Transportation Plan which specified that facilities for freight deliveries and business services should be improved, remarked that the Municipal Railway had suggested time and time again that the size of trucks making deliveries to the downtown area should be restricted. He felt that such a goal could be achieved by construction of a central terminal at the periphery of the area where larger trucks would be unloaded into smaller vehicles which would make the actual deliveries. At the same time, permits could be issued for trucks delivering materials to construction sites. In conclusion, he stated that any actions which could be taken to reduce the amount of automobile traffic on local streets would be of benefit to the entire city.

John Weese, representing the Transportation Task Force of the American Institute of Architects, reiterated the strong support of his organization for the Transportation Plan and indicated that they were generally satisfied with the response of the staff of the Department of City Planning to the comments and suggestions which they had offered at previous hearings. Furthermore, they realized that the plan would be dynamic and that points with which they may be in disagreement would be resolved as the plan evolves. Nevertheless, he wished to emphasize that the members of his organization felt very strongly that severe restrictions must be placed on the use of private automobiles, realizing, of course, that the type of statutory restrictions which they were contemplating could not be put into effect until public transportation has been improved. He stated that the members of his organization also recognized that it would probably not be possible to do away entirely with commuter automobiles; but they believed that such vehicles should be restricted from the central core area and that provisions should be made for peripheral parking. He also stated that the members of his organization strongly supported the concept of a consolidated transportation agency while one of the assumptions of the Transportation Plan was that most of the new jobs which will be created in the City will be taken by commuters, he believed that acquiescence to that assumption might be the wrong approach; and he felt that a more preferable and more positive approach would be to try to get the commuters to move back into the City. While he realized that that approach might lead to a population growth which might create problems, he felt that it should at least be considered, especially since it would prevent San Francisco from becoming a City only for the very wealthy and the very poor. In any case, he was confident that factual answers could be found to questions relating to population growth; and, while most of the arguments against population growth have been related to the automobile, he felt that different answers might be achieved if mass transit were to be substituted for the private automobile in the equations being used.

Mary Burns, representing Assemblyman Willie Brown's office, stated that she had received many telephone calls concerning the staff's proposal for the undergrounding of Kezar Drive; and she suggested that it might make sense to defer a decision on that project until a decision has been made regarding future use of Kezar Stadium.

The Director, commenting on the items which the Mission Coalition Organization wished to have included in the Transportation Plan, stated that Folsom Street had been deleted as a secondary thoroughfare in the revised plan. He stated that sidewalk narrowings, towaway zones, and one way streets are matters over which the City Planning Commission has minimal control since they are normally handled by the Board of Supervisors and other departments; however, he would recommend adding the following language to Objective 1, Policy 2 of the Thoroughfares Plan: "No additional 'sidewalk' narrowings, towaway zones, and one way streets should be instituted in a residential neighborhood if the intention is to benefit the commuter to the detriment of the resident".

The Mission Coalition Organization had also requested that a proposal for redesign of the San Jose exit ramp from the Southern Freeway be included in the Transportation Plan and that Guerrero and Valencia Streets not be classified as major secondary thoroughfares in the Mission District. The Director recommended that language be added to the Guide to Thoroughfares Plan on page 51 of the Transportation Plan to provide that Guerrero Street and Valencia Street should be redesigned as local residential streets as soon as possible after the extension of the Southern Freeway and the construction of BART have been completed; and he remarked that a similar policy had already been expressed in the plan for protected residential areas which was posted on the wall of the meeting room. The Mission Coalition had also urged that Objective 1, Policy 1 of the Thoroughfares Plan concerning truck traffic should be made stronger; and he indicated that he would recommend the addition of the following language to that policy: "Heavy truck traffic should be removed from residential streets and confined mainly to freeways and certain very limited non-residential feeder streets".

The Director remarked that the comments which had been made by Mr. Rolfe represented one of the two disparate points of view which he had mentioned in his introductory statement; and he was sorry that he could not recommend that the philosophy of the Transportation Plan be carried to that extreme. He stated that neither the Maritime Parkway nor the Bay and North Point one-way pair which had been recommended in the Transportation Plan would be freeways; and he indicated that the fate of the Hunters Point Freeway would depend upon the results of the vote by the people on the Southern Crossing. With reference to the remarks made by Mrs. Bierman, the Director stated that the aim of the staff in recommending that undergrounding of Kezar Drive was simply to return the land to park use; and he reassured her that there was no plot afoot concerning the Park Police Station and Kezar Stadium. He indicated that members of the staff of the Department of City Planning would continue working with residents of the Haight-Ashbury Neighborhood to prepare a more detailed transportation plan for that area; and, upon conclusion of that plan, the City-wide Transportation Plan could be changed

to conform to the neighborhood plan if differences should exist. He stated that the traffic situation on Parnassus Avenue is fundamentally the problem of the University of California Medical Center; and he could not recommend a major expenditure of City funds to deal with that problem. While the Haight-Ashbury Neighborhood Council might still desire certain changes in the Transportation Plan, he emphasized that the staff of the Department of City Planning had modified proposals for the Oak-Fell Corridor as recommended by that neighborhood organization.

Commenting on the remarks made by Mr. Murphy, the Director stated that there was a strong possibility that accommodations could be provided for bicycles on 19th Avenue if that thoroughfare is eventually redesigned as a parkway. With regard to the issue of bicycle routes in the Presidio, he stated that the Department of City Planning has been working with representatives of the Presidio to formulate recommendations for the location of such routes; and he indicated that such routes could be added to the map when mutual agreement on the matter is reached. Mr. Murphy had also suggested that Upper Market Street should have only four lanes for automobile traffic instead of the six lanes which had been recommended in the Transportation Plan. The Director stated that he could not support that change; and, in any case, he noted that the Board of Supervisors had already adopted policies concerning that portion of Market Street.

The Director agreed with Mr. Weese that a data bank is needed to provide answers for the many questions associated with the issue of growth; and he indicated that the Transportation Plan could be modified as those answers become available.

The Director stated that Commissioner Finn had noted that the Mansell Parkway recommended on page 52 of the Transportation Plan should be relevant as a crosstown transit route; and, since he agreed, he recommended that the following language be added to the description of the parkway: "This parkway should accommodate a crosstown transit route".

The Director then asked Mr. White to comment on the remarks which had been made by Mrs. Koelling. Mr. White stated that the staff of the Department of City Planning was not recommending that the capacity of Kezar Drive be increased if it were to be undergrounded; and he indicated that details concerning the undergrounding would have to be worked out at the neighborhood level. He stated that all of the roadways in Golden Gate Park had been designated as recreational drives; and he indicated that the Transportation Plan had established a priority for recreational streets to accommodate various needs, as follows:

- "1. Pedestrians, hiking trails, or wilderness routes as appropriate.
- "2. Cyclists
- "3. Equestrians

"4. Automobile Scenic Driving. This should be slow and consistent with the topography and nature of the area. There should be adequate parking outside of natural areas".

He stated that the criteria would have to be applied differently to each recreational street since the Great Highway and various other streets, as well as those in Golden Gate Park, had been designated as "recreational streets".

President Newman stated that he is serving on a committee appointed by Mayor Alioto to study the future direction of development in the Northern Waterfront; and he wondered if the Commission could defer taking a position on the Maritime Parkway until the work of the committee is completed. The Director replied that the Maritime Parkway is reflected in the Northern Waterfront element of the Master Plan which had already been adopted by the Commission. For the sake of consistency, he felt that it should also be included in the Transportation Plan; and, if a change in philosophy should occur as a result of the work being done by the Northern Waterfront Committee both elements of the Master Plan could be amended at a later date.

Commissioner Ritchie felt that the Maritime Parkway, as proposed in the Transportation Plan, would, in fact, be a freeway; and he questioned whether there is sufficient land available to locate it "inland from the Embarcadero service road" as recommended by the staff. He felt that the parkway would be a "major disaster"; and, although the Commission may have recommended it already in the Northern Waterfront Plan, he did not feel that further endorsement should be given to the parkway by approving it as part of the Transportation Plan.

Commissioner Mellon observed that the Maritime Parkway was scheduled to be considered by the Streets and Transportation Committee of the Board of Supervisors at another hearing being held that afternoon in City Hall.

The Director emphasized that the Master Plan is a statement of the City Planning Commission's policies and is not subject to amendment by the Board of Supervisors. He emphasized that the Commission had already taken a policy position in favor of the Maritime Parkway; and, while that position could be modified at any time, he felt that the proposal should be restated in the Transportation Plan for the time being.

Commissioner Porter stated that she had been chairman of the Commission's Northern Waterfront Committee; and she indicated that a great deal of consideration had been given to the proposal for the Maritime Parkway. Under the circumstances, she did not feel that the Commission's position on the matter should be reversed casually.

Commissioner Ritchie stated that he could not endorse construction of a six or eight lane freeway inland from the Embarcadero service road; and, as a result, he would not vote for adoption of the Transportation Plan if the recommendation for the Maritime Parkway were not deleted. At the very least, he felt that the following language should be added to the proposal for the Maritime Parkway on page 49 of the Plan: "This recommendation is contingent on the results of further study".

Commissioners Rueda and Porter indicated that they would not favor such an amendment to the plan.

After further discussion it was moved by Commissioner Mellon, seconded by Commissioner Finn, and carried 5-1 that the draft resolution as modified by recommendation of the Director of Planning, be adopted as City Planning Commission Resolution No. 6834 and that the Revised Transportation Plan, as amended by recommendation of the Director of Planning during the course of the hearing, be adopted as the transportation element of the Master Plan of the City and County of San Francisco. Commissioners Finn, Mellon, Newman, Porter and Rueda voted "Aye", Commissioner Ritchie vote "No".

CONSIDERATION OF PROPOSED AMENDMENTS TO THE MAP ENTITLED
"PLAN FOR PROTECTED RESIDENTIAL AREAS", A PART OF THE URBAN
DESIGN PLAN; THESE CHANGES ARE MODIFICATIONS TO THESE
ARTERIAL STREETS, REDUCING THE NUMBER OF STREETS SO CLASSI-
FIED TO BRING THESE "ARTERIAL STREETS" INTO CONFORMITY WITH
THE PROPOSED TRANSPORTATION PLAN.

Allan B. Jacobs, Director of Planning, noted that a memorandum which he had prepared on August 19, 1971, entitled "Comments received on the Urban Design Plan" had recommended that the map entitled "Plan for Protected Residential Areas" in Policy 1 of the Neighborhood Environment portion of the Urban Design Plan should be revised to be consistent with the thoroughfares plan for the forthcoming Improvement Plan for Transportation; and, now that the Improvement Plan for Transportation had been adopted by the Commission, he recommended that the "Plan for Protected Residential Areas" be modified as described in a draft resolution which he had prepared for consideration by the Commission. He emphasized that all of the changes being proposed would be geared to provide more protection for residential areas rather than less; and he recommended that the draft resolution be adopted.

After discussion it was moved by Commissioner Rueda, seconded by Commissioner Porter, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6835 and that the "Plan for Protected Residential Areas" element of the Urban Design Plan be amended as recommended by the Director of Planning.

The meeting was adjourned at 5:10 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, May 4, 1972.

The City Planning Commission met pursuant to notice on Thursday, May 4, 1972, at 1:30 p.m. in the meeting room at 100 Larkin Street.

PRESENT: Walter S. Newman, President; Mrs. Charles B. Porter, Vice President; James J. Finn, Thomas G. Miller and Thomas J. Mellon, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Mortimer Fleishhacker, member of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V (Zoning); Samuel Jung, Planner IV; Daniel Sullivan, Planner III (Zoning); Patricia Peterson, Planner II; Alec Bash, Planner II; John Phair, Planner II; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner; Dick Hallgren represented the San Francisco Chronicle.

APPROVAL OF MINUTES

It was moved by Commissioner Rueda, seconded by Commissioner Miller, and carried unanimously that the minutes of the meetings of March 23 and April 12, 1972, be approved as submitted.

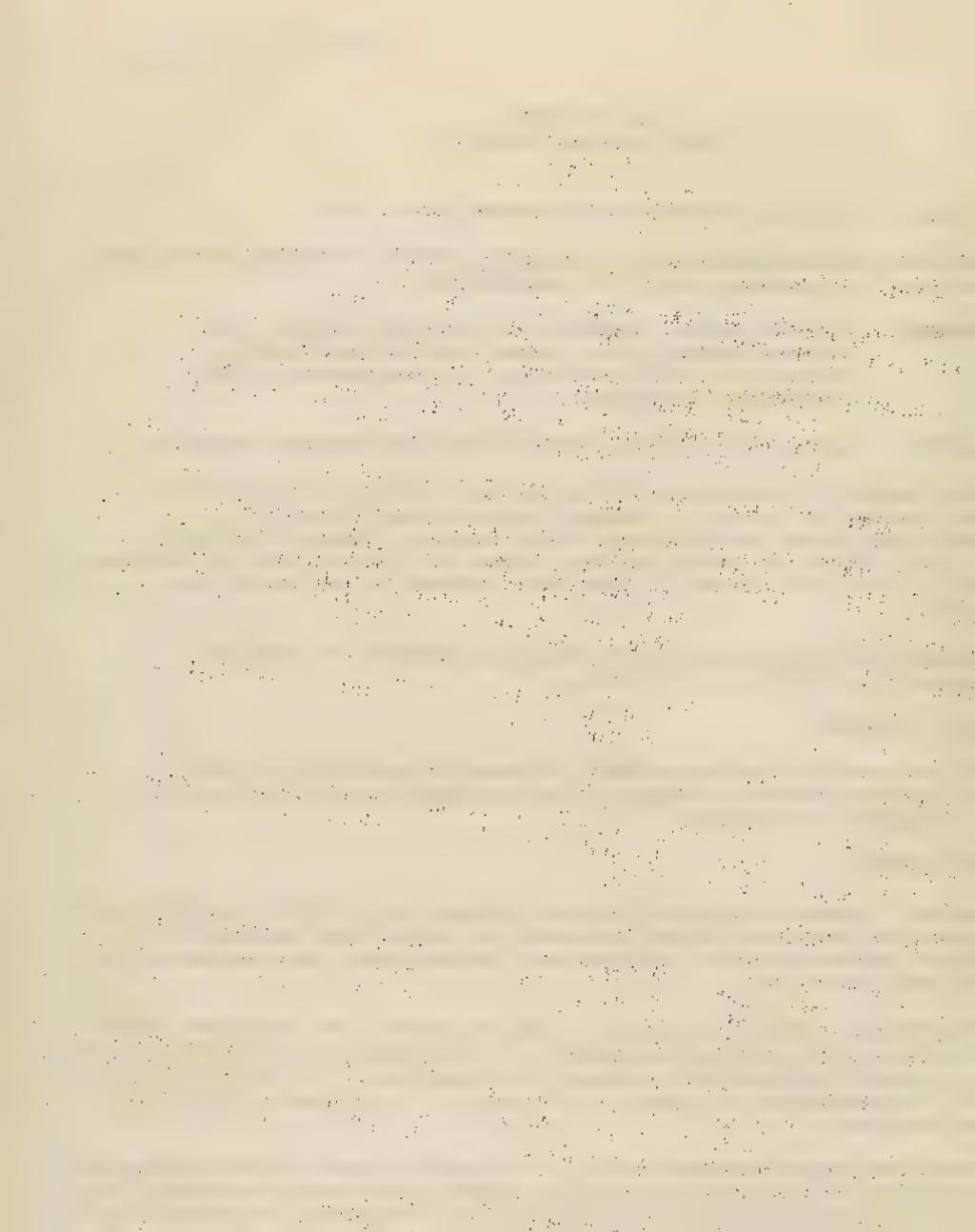
CURRENT MATTERS

Allan B. Jacobs, Director of Planning, informed the Commission that the Board of Supervisors, meeting on Monday, had voted 9-1 to give final approval to the rezoning of the Haight-Ashbury district which had previously been approved by the City Planning Commission.

The Director advised the Commission that the staff of the Department of City Planning is preparing a report responding to all oral and written comments received on the proposed height and bulk ordinance for presentation to the Commission on May 25. Recommendations for changes in the draft of the ordinance will be made at the same time.

President Newman requested that the staff prepare a report on the implications of Proposition "P" and the effect which its approval might have on the City. The Director stated that he would prepare a report for submission to the Commission at its next meeting.

R72.14 - EDNA STREET BETWEEN MONTEREY BOULEVARD AND HEARST AVENUE
NARROWING OF SIDEWALKS FROM 17.5 FEET TO 13 FEET.



Samuel Jung, Planner IV, stated that Edna Street between Monterey Boulevard and Hearst Avenue has a right of way of 59 feet 9 inches with a roadway of 24 feet 9 inches and two 17.5-foot sidewalks. The residents of the subject block had petitioned to have the sidewalks reduced to 13 feet because it is difficult to back out of their garages and to swing into the street without hitting cars parked on the opposite side. The sidewalk narrowing would provide an extra 9 feet of street width. The work would be done with gas tax money. Following the sidewalk narrowing, Edna Street would be retained as a one-way northbound street in the subject block.

The Director recommended that the proposal for narrowing of sidewalks on Edna Street be approved as in conformity with the Master Plan.

After discussion it was moved by Commissioner Ritchie, seconded by Commissioner Rueda, and carried unanimously that the Director of Planning be authorized to report that the narrowing of sidewalks of 17.5 feet to 13 feet on Edna Street, between Monterey Boulevard and Hearst Avenue, is in conformity with the Master Plan.

At 1:50 p.m. President Newman announced that the meeting was recessed. Members of the Commission then proceeded to Room 282, City Hall, and reconvened at 2:00 p.m. for hearing of the remainder of the agenda.

2:00 P.M. - ROOM 282, CITY HALL, ZONING HEARING

CU71.48 - BORDEN DAIRY, 1325 POTRERO AVENUE, 1401-1477 POTRERO AVENUE, 1458-1464 SAN BRUNO AVENUE; POTRERO AVENUE, EAST LINE, 98 FEET SOUTH OF 25TH STREET, A THROUGH PARCEL TO SAN BRUNO AVENUE.
REQUEST FOR A PLANNED UNIT DEVELOPMENT CONSISTING OF 310 DWELLING UNITS FOR LOW- TO MODERATE-INCOME FAMILIES AND ELDERLY PERSONS, IN LOW-RISE BUILDINGS AND INCLUDING A COMMUNITY BUILDING; IN AN R-3 DISTRICT.
(UNDER ADVISEMENT FROM MEETINGS OF DECEMBER 2, 1971, AND JANUARY 6, FEBRUARY 3, MARCH 2, AND APRIL 6, 1972)

Jack Bourne, Director of the Mission Housing Development Corporation, requested that this matter be continued under advisement until the meeting of June 1, 1972. He stated that he and his associates were still trying to overcome objections raised by the Housing and Urban Renewal Department concerning environmental conditions on the subject site; and he indicated that they would be prepared either to proceed with the application on June 1 or to drop the proposed development at that time.

The Director recommended that the request for a one month postponement be approved. However, since the matter had already been continued without hearing for six months, he felt that it was important that the applicants should be prepared either to place the matter before the Commission for action on June 1 or to request withdrawal of the application at that time.

At this point in the proceedings, Commissioner Finn arrived in the meeting room and assumed his seat at the Commission table.

President Newman asked if the applicant believed that the situation could be clarified by June 1. Mr. Bourne replied in the affirmative.

After further discussion it was moved by Commissioner Rueda, seconded by Commissioner Ritchie, and carried unanimously that hearing of the subject application be further postponed until the meeting of June 1, 1972.

CU 72.10 - 1000 CLARENDON AVENUE, GOLF DRIVING RANGE, NORTH LINE OF CLARENDON AVENUE OPPOSITE OLYMPIA WAY.

REQUEST FOR A PLANNED UNIT DEVELOPMENT WITH 182 DWELLING UNITS IN SIX THREE- AND FOUR-STORY APARTMENT BUILDINGS, AND AN ADMINISTRATION AND RECREATION BUILDING; IN AN R-1 DISTRICT.

(POSTPONED FROM HEARING OF APRIL 6, 1972).

Robert Passmore, Planner V (Zoning), referred to land use and zoning maps to describe the subject property which is an irregular parcel with frontages of 336.37 feet on Clarendon Avenue and 366.63 feet on Ashwood Lane with a total area of 6.26 acres. The property is zoned R-1 and is presently used as a golf driving range. The applicant, Levitt-United Multihousing Corporation, proposed to develop the site as a planned unit development with 182 dwelling units in six three- and four-story buildings. The dwelling units would consist of 14 studios, 108-one bedroom, 54-two bedroom, and 6-three bedroom apartments. Garages in the buildings would provide 182 off-street parking spaces; and, in addition, 91 open parking spaces would be provided adjacent to the access road. An administration building and a recreation building would also be constructed on the site.

Mr. Passmore stated that a planned unit development may be exempted from strict application of all code provisions except required off-street parking and height limits. The subject proposal would deviate from the City Planning Code requirements for density. The proposal was for one dwelling unit for each 1,498 square feet of lot area which would be slightly greater than the R-2 maximum of one dwelling unit for 1,500 square feet of lot area, and slightly more than two times the R-1 maximum of one dwelling unit for 3,000 square feet of lot area. The only other deviation from the standard development pattern in the R-1 District would be the construction of apartments with three or more floors of occupancy.

During the course of Mr. Passmore's presentation, Commissioner Mellon arrived in the meeting room and assumed his seat at the Commission table. His alternate, Commissioner Miller, absented himself from the meeting room.

Gene Phillippe, Project Director for ITT, Levitt-United Multihousing Corporation, remarked he had placed an outline of his presentation and a brochure describing the project before each member of the Commission. He then introduced other individuals who were involved in certain aspects of the proposed development

and who were present to respond to any questions which might be raised by members of the Commission. He stated that the purpose of his presentation would be to demonstrate that the proposed development would be desirable for and compatible with the subject neighborhood and that it would not be detrimental to the health, safety or welfare of persons residing in the vicinity. He stated that the proposed development would be pleasing to the eye and that it would have a non-monotonous facade instead of consisting of structures which would be of a barrack-type rigidity. One hundred eighty-two covered parking spaces would be provided on the site in addition to 91 open parking spaces on the peripheral road, thus exceeding the requirements of the City Planning Code. A loop road would surround the project, and pedestrian trails and bridges would be provided. Both the fronts and backs of the buildings would be attractively designed; and each of the six buildings would have a different elevation, varying by 33 feet at the two extremes. Each of the buildings would have its own laundry room and would consist of three floors of residential space over a parking garage. The height of the building would range from 36 feet to 39 feet; and the tops of the buildings would range from 28 feet to 61 feet below the top of the site. The buildings would be located at distances varying from 23 feet to 280 feet from the nearest single family homes. Various recreational facilities would be provided on the site. Under the development which was being proposed, 22 percent of the 6 acre site would be used for streets, 24 percent of the site would be used for buildings, 54 percent of the site would remain as open space. By way of contrast, he stated that 23 percent of the site would be required for streets, 41 percent for buildings, and only 36 percent of the site would be left for open spaces if the site were to be developed with single family homes. The matter of traffic had been discussed with the Traffic Engineering Bureau of the Department of Public Works; and that agency had concluded that there would be no traffic congestion on Clarendon Avenue where access to and egress from the site would be located. A pedestrian bridge already crosses Clarendon Avenue for use by school children from Midtown Terrace who attend the Clarendon Elementary School; and, as a result, the Department of Public Works was of the opinion that the safety of children in the area should not be impaired by the traffic which would be generated by the proposed project. The Traffic Engineering Bureau of the Department of Public Works had also stated that the proposed project would not necessitate any traffic control devices on Clarendon Avenue. Traffic flow from the proposed project would be limited to Clarendon Avenue which has four traffic lanes and which is not heavily traveled; and the project would not feed traffic directly into adjacent R-1 areas. The site would be landscaped, low level lighting would be installed along the peripheries of the project, and the existing fence along Ashwood Lane would be removed. And, since his firm manages its own properties, he could assure the Commission that the project would be well maintained. He then showed photographic slides of the site and of the site plans which had been prepared, illustrating some points which he had already made. He stated that there is a great need for apartments in the City; and he indicated that the Board of Education had reported that the proposed project would not have any significant impact on elementary or secondary schools in the area. At present, the City derives only \$11,000 each year in taxes from the subject site; however, if it were to be developed as proposed, it would return approximately \$118,000 in tax revenue to the City annually. In addition, approximately 100 jobs would be provided during the year that the project is under construction.

Commissioner Ritchie asked if the asphalt paved roads had been included as open space in the applicant's calculations. Mr. Phillippo replied in the negative indicating that 54 percent of the site, exclusive of roads, would be preserved as open space.

Commissioner Rueda asked if the applicant had any plans for development of the open space at a later date. Mr. Phillippo replied in the negative.

No one else was present to speak in favor of the subject application.

I. J. Shain, 133 Warren Drive, made the following statement:

"I appear before this distinguished Commission today as Chairman of the Forest Knolls Neighborhood Organization which has joined hands with the Midtown Terrace Homeowners Association and other neighborhood groups in opposing this application for a conditional use permit.

"Before stating our reasons for opposing the permit, I should inform you that no single issue has brought our neighbors so solidly together as this one nor has any other issue has produced such a voluminous and cohesive response.

"Prior to your previous hearing on the permit on April 6, in less than a week's time, our committee was able to obtain the signatures of 231 neighbors opposing the granting of the use permit. At the time we appeared before you earlier, we informed you that those petitions were but a sample of the extent of neighborhood opposition because of the fact we had stopped collecting signatures on learning that the applicant had requested a continuance.

"Some weeks later, after it became clear that the developer intended to submit plans with the same density as his preceding ones, we once again canvassed our neighbors to determine their stand on this issue. As a result of our latest efforts, we are submitting to you today a thick set of petitions bearing the signatures of about 500 residents of the Forest Knolls area urging the denial of the conditional use permit and calling for the retention of single family dwelling zoning for this and adjacent properties. At this time, we would like to submit them to this distinguished body.

"It will interest you to learn that almost everyone who was home at the time we canvassed the neighborhood signed the petition, reflecting the virtually unanimous extent of neighborhood opposition to the proposed development.

"In addition, the substantial character of neighborhood opposition is reflected in the number of neighbors who took time off from work and other activities to attend today's hearing and by the almost 200 letters which the Commission has received to date urging the denial of this conditional use permit.

"I relate these relevant facts to you today not only because it underscores the character and dimensions of our opposition but because it indicates how threatened all of us who live in Forest Knolls, Midtown Terrace and adjacent neighborhoods feel by such apartments and its damaging effects on the quality of our residential life and on the character of the neighborhood itself. I know I don't have to tell this Commission that people ordinarily do not respond with such zeal and in such neighbors unless the issue is one which threatens the very quality of their residential life. Manifestly, this is such an issue.

"To conserve time, I will proceed to discuss the reasons for our opposition but before doing so I'd like to request that after I conclude my brief remarks, Mrs. Rebecca Walker and Mr. Norman Stiller of our neighborhood organization committee be given an opportunity to also address you. Our presentations will not be repetitious or redundant.

"To proceed, in our judgment the reasons for denying the conditional use permit are compelling, valid and we believe, incontrovertible. First and foremost, as you have already heard from preceding speakers, the granting of the permit would constitute a dangerous and unwarranted exception to existing zoning of that property as well as that proposed under the new Urban Design Plan. For as long as we have been property owners in this neighborhood, this parcel of land was zoned for single family dwellings, R-1, and it was with this understanding that most of us purchased homes in this area. We believe that the reasons it was zoned for single family dwellings were persuasive, namely to preserve the residential family character of the neighborhood, to preserve low density, and to avoid saturating the neighborhood's limited recreational, educational and other public facilities.

"Our second major objection is that this plan would significantly increase the density of our neighborhood. In effect it more than doubles the density of present zoning, and this is totally unwarranted.

"Third, the granting of this permit would significantly increase the volume of traffic, car noise and would in all likelihood create parking problems at certain peak periods during the weekend. Since we have so many school age children in our neighborhood, this is a source of real concern.

"Fourth, the developer's spokesman has in no way indicated what benefits would abound to those of us who currently live in the neighborhood by the constructions of these apartments. We are aware of the financial advantages to his company, all of which unfortunately would come at the expense of those of us who reside there. Frankly, we see no reason for guaranteeing ITT's Levitown Multihousing Corporation's profits the expense of good planning.

"In conclusion, we urge this Commission to support sound urban planning and its new Urban Design Plan by rejecting this application.

"As long time residents of this city, as responsible citizens of San Francisco, as taxpayers, and finally as professional and business people representative of this city's dwindling middle class, we hope you will support us in opposing this unwarranted and unwelcomed attempt to alter the manner and quality of our residential life. Thank you."

Edward Friend, representing the Midtown Terrace Home Owners Association which has a membership consisting of the owners of approximately 800 single family homes, emphasized that Midtown Terrace is one of the City's new middle-class single-family neighborhoods; and he felt that the Commission ought to be concerned about preserving the quality of the area. Shortly after the neighborhood had been developed, residents of the area had spent \$15,000 on a landscaping project to turn the neighborhood into a garden spot in the center of San Francisco; and, at the same time, they had been successful in their efforts to persuade the City to build a playground and an elementary school for the neighborhood. He remarked that the Levitt-United Multihousing Corporation, in filing the subject application, had indicated that it was acting as an agent for Joseph T. McGucken, Archboshop of San Francisco; however, Mr. Brucato, Land Director for the Archdiocese, had stated that he was not aware that any authorization had been given to that corporation to act as an agent for the Archbishop. Mr. Friend stated that individuals who had purchased homes in Midtown Terracé had been aware that the subject property is owned by the Archdiocese of San Francisco; and, in fact, some individuals had decided to purchase homes in the area specifically because they had been advised that the Archdiocese had ultimate plans for development of a church and school complex on the site. The Archdiocese had not been able to proceed with its plans for such a development. Now another development was being proposed by a private patron which claimed to represent the Archdiocese; but he believed that the corporation represented only itself.

President Newman stated that a letter had been received from Archbishop McGucken confirming that he had authorized the Levitt-United Multihousing Corporation to file the subject application.

Mr. Friend remarked that the applicants were seeking permission to construct 182 dwelling units which would be designed to accommodate an essentially transient population with no pride of ownership; and the automobile traffic which would be generated by such a development would bring congestion and noise to an otherwise quiet and tranquil family neighborhood. While Mr. Phillippe had contended that no traffic congestion would occur on Clarendon Avenue at the entrance to the proposed development, Mr. Friend stated that Clarendon Avenue already suffers from occasional congestion, especially when services are being held at St. John's Armenian Church. In any case, the automobile traffic which would be generated by the proposed development would add vastly to the flow of traffic on streets which were designed primarily to serve a single-family neighborhood. In his opinion,

the proposed development would be designed primarily for "swinging singles"; and he felt that such a project would be completely inconsistent with the quiet family neighborhood which people had sought when they had purchased their homes in Midtown Terrace. He urged the Commission to disapprove the subject application.

Stewart Bloom, representing San Francisco Opposition, remarked that the present use of the site, allowing 100 percent of the property to be preserved as open space, was preferable to the proposed development which would leave only 54 percent of the site available for open space. He stated that the proposed development would lead to an immediate increase in population and traffic in the area to the detriment of the adjacent neighborhood. He also noted that the developer had not filed an environmental impact statement; and, while the City Attorney had ruled that such a statement would not be required, he felt that the Commission should be aware that the issue is presently being considered by the California Supreme Court.

Bill McManus, representing the Citizens Planning Commission of SPEAK, read and submitted the following prepared statement:

"SPEAK's Citizens Planning Commission at its April meeting adopted a resolution expressing its 'profound concern at any increase in density in the proposed development at 1000 Clarendon Avenue.' The Planning and Zoning Committee of the CPC has heard the concerns of residents in the surrounding neighborhoods and has heard an explanation of the project from the project director. It was our conclusion that the density requirements in the zoning code should be enforced. We understand the economic rationale behind the developer's desire for 182 units. However, such a dense development would only have a harmful effect on the surrounding neighborhood. The recreation facilities in the park across Clarendon Avenue are already used to capacity. The additional traffic generated by such a dense development would only increase the congestion and safety problems along Clarendon Avenue and the surrounding streets.

"Most important, we feel, is that approval of this project would set a precedent for additional development in the Sunset-Parkside which would also fall short of meeting the planning code requirements. Therefore we must seriously question any development which would double the density allowable under the planning code."

President Newman asked for a show of hands of the people present in opposition to the subject application. After noting that most of the people present in the meeting room were opposed to the application, he requested that they refrain from speaking unless they wished to raise points which had not been mentioned by previous speakers.

Otto Hintermann, 189 Warren Drive, remarked that approval of the applicant's request would constitute "spot zoning"; and he noted that the Commission had consistently been opposed to that practice. He called attention to the fact that another vacant four and one half acre site lies adjacent to the subject property;

and, if apartments were to be permitted on the subject site, he believed that the adjacent property would inevitably be sold for an apartment development, also. In addition, he believed that plans were being made to fill in the City-owned reservoir at Seventh and Clarendon Avenues and to declare that property surplus so that it could be developed; and, if other apartments were to be permitted in the area, that property also, would be developed with apartment buildings. He remarked that the nearest existing apartments at Seventh Avenue and Lawton Street; and he indicated that residents of the subject neighborhood would have been opposed to the construction of those buildings if they had known that a variance had been requested. He urged that no further apartment buildings be allowed in the subject neighborhood.

Oscar Fisher, representing the West Twin Peaks Central Council, advised the Commission that the members of the Council were in unanimous opposition to the proposed development. If the application were to be approved, a "spot zone" would be created in the middle of an R-1 District; and he felt that the existing R-1 character of the neighborhood should be preserved by disapproval of the subject application.

William Stein, 75 Clarendon Avenue, remarked that while Clarendon Avenue may be four lanes wide in front of the subject site, it narrows to two lanes on the east side of the hill; and, as a result, traffic moves slowly on the street when people are going to work in the morning. He believed that the people who would be occupying the apartments proposed for the subject site would drive east rather than west to work; and, as a result, they would add to the traffic congestion which already exists in the area.

The Director recommended that the subject application be disapproved. He acknowledged that Mr. Phillippo had been correct in observing that conditional use planned unit developments must be found to be necessary and desirable for and compatible with the neighborhood in which they are to be located; and he remarked that one of the factors which should be considered by the Commission in making a judgment on those points is the response of residents of the area involved to those questions. In the present instance, he felt that the position of the neighborhood was clear. He also noted that the City Planning Code specifies that conditional uses shall be in conformance with the Master Plan; and he noted that the Master Plan indicates that the City's major need is for family housing. Of the 182 dwelling units which were being proposed, 122 units would clearly not be used for families, 54 units might possibly be used by families, and only six units containing three bedrooms would definitely accommodate families. And, as a result, he felt that it was clear that the proposed development would not substantially help to fill the City's need for family housing. He emphasized that the density of the proposed project would be twice as great as the density which would result if the property were to be developed with R-1 zoning standards and would have an architectural character and occupancy generally found in the multiple-family R-3 and R-3.5 districts of the city. He agreed with the Board of Education that the proposed development would have no impact on schools in the area since accommodations for families would not be provided and children would not be living in the project. While the applicants had claimed that the proposed

development would bring approximately \$118,000 in new taxes to the City annually, he remarked that development of the site with 80 new single family houses (one dwelling unit per 3,000 square feet of lot area) costing approximately \$40,000 each would generate about the same amount of tax revenue for the City. He recommended that the application be disapproved.

Mr. Phillippo stated that it would not be feasible to construct more than 65 single family dwelling units on the subject site. He reemphasized that the rooftops of all of the proposed buildings would be lower than the foundations of the houses higher on the hill. With regard to the issue of Clarendon Avenue, which narrows to two lanes on the east side of the hill, he referred again to the letter which he had received from S. M. Tatarian, Director of Public Works, which contained the following statement: "The only street directly (affected) would be Clarendon Avenue. We estimate the flow on Clarendon is 6,000 vehicles per day. The additional load of 770 vehicles per day will still leave this street operating at a fraction of its ultimate capacity." Mr. Phillippo submitted a copy of Mr. Tatarian's letter to the Commission.

At this point in the proceedings, Commissioner Porter arrived in the meeting room and assumed her seat at the Commission table.

Mr. Phillippo stated that he did not deny that approval of the subject application would result in "spot zoning"; but he believed that the purpose of the planned unit development provisions of the City Planning Code was to facilitate such "spot zoning". While many people were present in the audience, Mr. Phillippo noted that only five privately-owned parcels of property are located within a 300 foot radius of the subject site, an area which is defined by the City Planning Code as the area directly affected by the application; and, in fact, most of the property within the 300 foot radius is zoned P rather than R-1. If the radius were to be extended to one half mile, it would include the apartments on Lawton Street; and the only single-family homes which would be included would be in Forrest Knolls and not in Midtown Terrace. Mr. Friend had questioned whether the applicant was authorized to represent the Archdiocese of San Francisco; and Mr. Phillippo clarified the situation by stating that the applicant had been authorized to act as an agent of the Archdiocese only for the purpose of filing the subject application. Mr. Friend had also assumed that the project would be occupied by transient single people; however, the rental rates charged for apartments in the development would range from \$175 to \$330 per month. Mr. Phillippo stated that adequate parking would be provided on the site; and, therefore, the development should not cause any parking problems in the area. Furthermore, he was convinced that the entrance and exit to the development would not interfere with the traffic generated by St. John's Armenian Church. He felt that the subject site is extremely unique and that the proposed development would not be offensive to the community in any way. He urged that the application be approved.

President Newman summarized the draft resolution of disapproval which had been prepared by the staff of the Department of City Planning.

Commissioner Finn stated that he is a resident of Midtown Terrace and a dues-paying member of the Midtown Terrace Homeowners Association; therefore, in order to avoid being accused of being biased or prejudiced, he asked that he be excused from voting on the application.

After further discussion it was moved by Commissioner Rueda, seconded by Commissioner Ritchie, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6836 and that the subject application be disapproved. Commissioner Finn abstained from voting.

At 3:20 p.m. President Newman announced a ten minute recess. The Commission reconvened at 3:30 p.m. and proceeded with hearing of the remainder of the agenda.

Commissioner Rueda was absent from the meeting room for the remainder of the meeting.

CU72.12 - HUNTINGTON HOTEL, 1075 CALIFORNIA STREET AT THE SOUTHWEST CORNER OF TAYLOR STREET.

REQUEST FOR AUTHORIZATION TO CONVERT EXISTING HOTEL OFFICES TO A RESTAURANT.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which is located in an R-5 District and in the Nob Hill Special Use District. He stated that the applicant proposed to convert the offices on the west side of the Huntington Hotel to a restaurant facility to serve residents and guests of the hotel and to serve residents of and visitors to Nob Hill. While it would be possible to enter the restaurant through the hotel lobby, a major new outside entrance was being proposed to provide outside access to both the lobby and the restaurant. Within the Nob Hill Special Use District, incidental uses within a hotel may be permitted as conditional uses if designed primarily for occupants of and visitors to the hotel, accessible to the general public only from within the building and not identified outside the building by means of any sign or signs.

Ted Moulton, architect for the applicant, stated that L'Etoile, the only other restaurant in the Huntington Hotel, serves dinner only and is open only six nights a week. The proposed restaurant, on the other hand, would serve three meals a day and would be open seven days a week; and, by further contrast, the menu of the proposed restaurant would be in the medium-priced range. He remarked that hotel dining rooms generally do not pay for themselves and are maintained only as a service for guests; and he indicated that most hotels have at least two dining rooms, one of which provides facilities for late dining. He remarked that competition between hotels is severe at the present time; and, as a result, it was imperative for the Huntington Hotel to serve its guests as well as possible. He stated that the Huntington Hotel has previously had only one entrance; and, regardless of the restaurant being proposed, he felt that the hotel should have more than one entrance since the present entryway often becomes quite congested. In conclusion, he stated that the owner of the building would remove the sign advertising L'Etoile from the outside of the building.

Jack Welch, representing the Nob Hill Association, advised the Commission that the Board of Directors of his organization had given their support to the application.

M. M. Gichaud, a resident of the Huntington Hotel, stated that the Huntington Hotel does need a coffee shop.

The Secretary called attention to the 15 letters which had been received in support of the subject application.

No one was present to speak in opposition to the application.

Allan B. Jacobs, Director of Planning, recommended that the restaurant use be approved since it would provide a service normally expected of any first-class hotel. However, since guests or residents of the hotel would be expected to use the elevators as well as the main lobby, there would appear to be no reason for an additional entrance on California Street which, clearly, would be serving as an entrance to the restaurant rather than to the hotel. Therefore, he recommended that the second entrance to the hotel not be permitted. He then distributed copies of a draft resolution which he had prepared for consideration by the Commission with conditions providing that the second entrance should not be authorized, that signs or other exterior identification would not be permitted, and that sole access to the restaurant should be provided through the main lobby of the hotel.

President Newman asked if a new door could be constructed if it were only to be used for egress and not for access. Mr. Steele replied in the affirmative.

President Newman then asked about the existing canopy. Mr. Steele replied that it is illegal since it has lettering and is in fact a sign in a residential district. In response to a further question raised by President Newman, Mr. Steele stated that the canopy would become legal if the lettering were to be removed.

Commissioner Ritchie felt that disapproval of an outside entrance for the restaurant and prohibition of outside signs to advertise the restaurant would almost assure the failure of the undertaking. He noted that letters had been received in support of the application from the Masonic Temple, from Grace Cathedral, and from various permanent residents of Nob Hill; and it was apparent that they were convinced that the applicant's proposal would not be detrimental to the neighborhood. He, also, had confidence in the applicant; and, as a result, he moved that the restaurant use be approved and that the applicant also be given permission to construct a new entrance from California Street and to install a tasteful sign on the outside of the building to advertise the restaurant.

The motion failed for want of a second.

The Director quoted from Section 238 (a) of the City Planning Code concerning the Nob Hill Special Use District, as follows: "In connection with a hotel or

institution permitted as a principal or conditional use, incidental uses may be permitted by the Planning Commission as a conditional use, if designed primarily for occupants of and visitors to a hotel or institution use, accessible to the general public only from within the building and not identified outside the building by means of any sign or signs."

Commissioner Porter remarked that other hotel restaurants on Nob Hill have outside entrances and outside signs. The Director replied that some of the entrances and signs are illegal.

Mr. Moulton described the floor plans of other hotels in the area, pointing out that a number of restaurants presently enjoy circumstances comparable to those which had been requested for the restaurant in the Huntington Hotel. Under the circumstances, he felt that provision of a second entrance in the Huntington Hotel would be compatible with existing development on Nob Hill.

Commissioner Ritchie asked what type of sign was being contemplated for the proposed facility. Mr. Moulton replied that the name of the restaurant would appear on a stained glass wall inside the building. No other sign would be needed.

Commissioner Mellon asked if a permanent partition would be constructed between the restaurant and the lobby area which would be entered through the new door. Mr. Moulton replied in the affirmative.

President Newman asked if a second canopy would be constructed over the new entrance. Mr. Moulton replied that a canopy would probably be desirable to protect guests from the weather.

President Newman asked if the staff had been aware that the restaurant would be separated from the lobby by a partition. Mr. Steele replied in the affirmative but indicated that it was his opinion that a new door would, in fact, serve as an entrance to the restaurant and not as an entrance to the hotel.

Commissioner Ritchie felt that the applicant should be permitted to place a sign on the outside of the building to advertise the restaurant.

The Director emphasized that placement of a sign on the outside of the building would be illegal under the provisions of the City Planning Code; and, if such a sign were to be installed, it would be incumbent upon the staff of the Department of City Planning to demand that it be removed.

Mr. Moulton stated that an outdoor sign would not be essential.

Commissioner Ritchie then suggested that the application be approved based on the lobby design which had been described to the Commission and with permission being given for an indoor sign and for a new doorway providing ingress from California Street.

Commissioner Mellon remarked that it was his understanding that the indoor sign would be visible from the outside of the building; and, therefore, he did not wish to support the action being recommended by Commissioner Ritchie unless the reference to the sign were deleted.

After further discussion, it was moved by Commissioner Ritchie and seconded by Commissioner Mellon that the application be approved subject to the following conditions:

1. The building exterior may be altered in such a manner as to provide a second entrance to the hotel.
2. No signs may be placed on the subject property to indicate the presence of the proposed restaurant.
3. Prior to filing for the building permits, final plans shall be submitted to the Department of City Planning for review and approval.

Mr. Moulton indicated that he had no objection to those conditions.

When the question was called, the Commission voted unanimously to adopt Resolution No. 6837 and to approve the application subject to the three conditions.

CU72.16 - 1098 LOMBARD STREET, NORTHEAST CORNER OF HYDE STREET.
REQUEST FOR AUTHORIZATION FOR A "COMMUNITY GARAGE" WITH
119 OFF-STREET PARKING SPACES.

The Secretary advised the Commission that a letter had been received from Theodore A. Kolb, Attorney for the applicant, requesting that hearing of the subject application be postponed until the Commission's meeting on July 6, 1972.

Allan B. Jacobs, Director of Planning, recommended that the postponement be granted.

After discussion it was moved by Commissioner Porter, seconded by Commissioner Finn, and carried unanimously that hearing of the subject application be postponed until the meeting of July 6, 1972.

CU72.13 - 1477 GROVE STREET, SOUTHEAST CORNER OF BAKER STREET.
REQUEST FOR MODIFICATION OF CONDITIONS OF RESOLUTION
NO. 6238 WHICH AUTHORIZE USE OF THE SITE FOR A CON-
VALESCENT HOSPITAL WITH 168 BEDS. UNDER THE NEW
PROPOSAL, APPROXIMATELY 90 BEDS WOULD BE RETAINED AS
CONVALESCENT BEDS AND THE REMAINING SPACES WOULD BE USED
AS AMBULATORY CARE FACILITIES ACCESSORY TO HARKNESS
HOSPITAL.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which is a rectangular parcel with 200 feet of frontage on Grove Street and 137.5 feet of frontage on Baker Street for a total area of 37,500 square feet. He stated that the building is presently used as a 168 bed convalescent hospital which was authorized by City Planning Commission Resolution No. 6238. The applicant had requested that the conditions of Resolution No. 6238 be modified to permit an 87-bed convalescent hospital and use of approximately 12,000 square feet of floor area as the ambulatory care department of Harkness Hospital. The convalescent beds would be operated as the hospital's extended care unit; and the beds would be available to non-members as well as members of the health maintenance insurance plan. The space in Harkness Hospital now utilized for ambulatory care services would be remodeled and used for dental and eye clinics and for administrative use. The proposed project would require only minor interior remodeling of the subject building; and no changes to the building's exterior were being proposed.

Carl F. Danielson, Director of Planning and Development for Health Maintenance Incorporated (HMI), stated that his organization intended to renovate Harkness Hospital in the near future; and, therefore, they had proposed to move their ambulatory care department to the Beverly Manor Convalescent Hospital building so that they would be able to continue to provide ambulatory care to their members while the renovation project is under way and to avoid overcrowding of the out-patient area. He stated that the Beverly Manor Convalescent Hospital building is underused at the present time; and, while the property on which it is located may be zoned R-3, he remarked that almost all of the properties at the intersection of Grove and Baker Streets are developed with non-residential uses. He also emphasized that HMI would be able to meet the on-site parking requirements of the City Planning Code for the proposed use. He anticipated only a very slight increase in the activity of the ambulatory care clinic over the next three or four years; and he doubted that the additional patients would exceed a maximum of eight patients per hour. In any case, the subject property is already developed with a medical facility; and, by moving its ambulatory clinic into the existing building rather than relocating it elsewhere in the neighborhood, the least possible intrusive effect would occur. He stated that a letter from the Health Facilities Council indicating their support of the proposal had been filed with the staff of the Department of City Planning. While it was true that HMI does not have a physical Master Plan for development, it does have projections and plans for health care and growth; and he informed the Commission that the anticipated growth of the facility could be accommodated by addition of the subject site to the hospital complex.

President Newman asked if HMI is working on a Master Plan at the present time. Mr. Danielson replied in the affirmative and stated that a schedule had been submitted to the Department of City Planning. He stated that approximately 18 months would be required to prepare schematic and working drawings.

President Newman asked if the Beverly Manor Convalescent Hospital building would be included in HMI's Master Plan. Mr. Danielson replied in the affirmative, explaining that his organization would have to pick up an existing 25 year lease on the property.

Commissioner Porter inquired about the number of people served by HMI. Mr. Danielson replied that HMI serves a total of 52,000 people of whom 15,000 to 18,000 reside in San Francisco.

No one else was present to speak in favor of the subject application.

President Newman called attention to several letters which had been received in support of the application.

Byron Bray, Chairman of the Housing Committee of the Haight-Ashbury Neighborhood Council, stated that HMI had been involved in another application which had been before the Commission last summer; and, at that time, HMI had promised that it would work with residents of the community in making plans for the future of Harkness Hospital. Yet, although HMI had leased Harkness Hospital from Southern Pacific in December, 1971, no representatives of that organization had contacted residents of the neighborhood prior to filing the subject application in April, 1972. At that time, the Haight-Ashbury Neighborhood Council had written a letter in opposition to the application. Finally, only one week before the present hearing, Mr. Danielson had called asking for a meeting with members of the Haight-Ashbury Neighborhood Council. At that time, an invitation had been extended to him to attend a meeting on the evening of May 1 at which both the Housing Committee and the Executive Committee of the Haight-Ashbury Neighborhood Council were present. Mr. Danielson had not been able to answer questions raised by the individuals who were present; and, as a result, they continued to be of the opinion that further intrusion by HMI into their neighborhood would be unacceptable. Mr. Bray noted that most of the people who are served by HMI live outside of San Francisco; and he remarked that many of them live outside of California since the program administered by HMI was formerly handled by Southern Pacific throughout the seven western states. He stated that Harkness Hospital is operating at 50 percent capacity at the present time and is not strong financially; and, as a result, he questioned the wisdom of the effort being made to rescue the Beverly Manor Convalescent Hospital which is a failing enterprise. He stated that the subject neighborhood has no need for additional hospital facilities; and, even if membership in HMI should someday be increased to 100,000 people, probably no more than one-fourth of the people would reside in San Francisco. He stated that his organization was concerned with achieving something desirable for the neighborhood whenever zoning applications are approved; and he noted that the Beverly Manor Convalescent Hospital had served a public purpose by providing care for elderly people under the Medi-Cal and Medicare programs. The present proposal, however, would bring a great deal of additional traffic to the intersection of Grove and Baker Streets. However, whereas the applicant's statement on the application had indicated that the "proposed use will afford the local community access to medical care that is not presently available in the area", Mr. Bray remarked that medical care is already available in the neighborhood; but the real problem is that people are not able to afford it. The same would remain true with regard to the proposed facility; and the question remained as to what benefits the proposed project would provide for the neighborhood. That question had not yet been answered by Mr. Danielson; and, until such time as the question is answered, the members of his organization would remain totally and unalterably opposed to the application.

Commissioner Porter asked if the Haight-Ashbury Neighborhood Council would be opposed to any new medical facility unless assurances could be given that the facilities would serve residents of the area. Mr. Bray assumed that that would be the case. He stated that the members of his organization had indicated that they would be opposed to any changes in the medical facilities at the University of California Medical Center, Harkness Hospital, or St. Mary's Hospital until they were convinced that the proposed expansion would benefit the neighborhood; and he indicated that Mr. LaPointe, Campus Planner for the University of California Medical Center, had recognized the need to listen to residents of the neighborhood and had made an appointment to meet with him to discuss the matter.

President Newman asked if the Haight-Ashbury Neighborhood Council would be in favor of the subject application if it were made clear that residents of the neighborhood could gain access to the facility at competitive rates. Mr. Bray replied that it was unlikely that HMI, a membership organization, would establish rates which residents of the neighborhood could afford. He stated that he felt that he was lucky to be able to afford enrollment in the Kaiser Foundation Plan; however, he advised the Commission that between 75 and 80 percent of the people living in the area cannot afford the cost of such a program.

President Newman inquired about HMI's membership policies. Mr. Danielson replied that most of the members of the health plan are Southern Pacific employees. Fifteen thousand members have Medi-Cal or Medicare coverage, and six hundred belong to the Harkness Plan. He stated that membership in the program would be open to all residents of San Francisco. In response to a further question raised by President Newman, he stated that the plans offered by HMI are competitive with the Kaiser Program; and, in fact, one HMI plan costs less.

Calvin Welch, a member of the Haight-Ashbury Neighborhood Council and other neighborhood organizations, stated that residents of the neighborhood, who should be viewed as the "consumers" of the product being offered by HMI, had experienced a "credibility gap" with regard to that organization's representative, Mr. Danielson. When reclassification of the Haight-Ashbury District was being considered recently, Mr. Danielson had advised residents of the neighborhood that Harkness Hospital had no desire to expand beyond the block which they now occupy; and, as a result, the neighborhood had agreed to R-4 zoning for that property. Yet, less than two months later, an effort was being made by Harkness Hospital to "grab" property in an adjacent block. He stated that HMI's programs are nothing new and are, in fact, proliferating; and he indicated that St. Joseph's Hospital and the University of California Medical Center, which have such programs, are involving residents of the neighborhood in their planning programs. Harkness Hospital, on the other hand, had not made any effort whatsoever to involve the community in its planning program. Mr. Welch emphasized that the subject neighborhood already has a number of major regional health care facilities, only one of which, St. Joseph's Hospital, has concerned itself with the health care needs of the Haight-Ashbury District; and he questioned whether the neighborhood could absorb any more regional health care facilities without becoming a medical ghetto. The applicants also are involved in a regional health care program; and it appeared

that they intended to use the Beverly Manor Convalescent Hospital building to screen their members as they request medical care. Since the number of people living in San Francisco who will eventually be enrolled in the program had been projected to 25,000 people, it was apparent that there would be a great deal of activity on the subject site; and, since the property has only 32 off-street parking spaces, use of the facility for the parking spaces, use of the facility for the purpose indicated would obviously have a severe impact on traffic and parking congestion in the area, thus totally changing the present character of the intersection. He did not feel that it would be wise to permit such a major shift in the location of Harkness Hospital's activities. The biggest problem, however, was that the Commission was being asked to approve an encroachment of the facility into a residential neighborhood without having a master plan for development available for analysis; and he felt that a master plan should be required from the hospital before action is taken on the subject application.

Peter Mendelsohn, representing the People's Action Coalition and TOOR, stated that he was involved in plans to establish six or seven clinics in the South of Market area; and, if those clinics were successful, they might be proposed for other parts of the City as well. As a result of his involvement in that program, he was aware of the dire needs of the poor people of the City for proper medical care; and he agreed with the Haight-Ashbury Neighborhood Council that facilities such as Harkness Hospital should not be allowed to expand unless they are willing to provide services for poor people who cannot afford regular medical programs.

Ronald Lambert, Chairman of the Health Forum Committee and Vice-President of the Haight-Ashbury Development Corp., endorsed the statements which had been made by previous speakers and reiterated their requests for postponement or withdrawal of the application to enable residents of the neighborhood to conduct further investigation into the implications of the proposed project. While HMI had filed no master plan with the Department of City Planning, he had visited Harkness Hospital and had acquired from a table in the lobby a brochure depicting a seven-story building which was being proposed for the site; yet, since that proposal had never been discussed with the Department of City Planning or with the neighborhood, it was clear that the community had not been properly advised of the hospital's ultimate plans. While HMI does not serve the Haight-Ashbury Neighborhood, it is supposed to serve employees of the Southern Pacific Railroad; yet, even that group of consumers does not have effective representation on the Board of Directors. He felt that HMI's disorganization was scandalous; and he believed that the Commission should not approve applications on a piecemeal basis which would ultimately lead to development of a major facility on the site.

... Mrs. Mary Mullins, a member of the Haight-Ashbury Neighborhood Council, stated that HMI is a profit-making organization; and she indicated that Dr. Upjohn is one of the principal stockholders in the organization.

Steve Cummings, a member of the Health Service System Maintenance Organization of the University of California Medical Center, remarked that relocation of

Harkness Hospital's out-patient department to the subject site would allow the hospital to increase its in-patient care; and, as a result, the amount of traffic generated by both facilities would be increased. While the applicant had stated that HMI would ultimately have a maximum enrollment of 25,000 local people, he believed that the organization would also contract with other health groups which provide hospital care since organizations do not reach their maximum efficiency until they have at least 30,000 members. Furthermore, he stated that HMI's health program would be designed to serve a middle-class, low-risk population, and it would not serve the residents of the Haight-Ashbury District. That responsibility would continue to be filled by the John Hale Medical Society.

Commissioner Mellon stated that he had understood that the John Hale Medical Society had endorsed the subject application. President Newman confirmed that the Commission had received a copy of a letter sent to Harkness Hospital by Dr. Oscar Jackson, Project Director of the John Hale Health Plan, stating that his organization was happy that Harkness Hospital was proceeding by modifying existing structures for their particular needs instead of acquiring new properties which would involve dislocation of occupants or the creation of new structures which would be out of character with the surrounding neighborhood.

Commissioner Ritchie asked Mr. Cummings what it was that he wanted Harkness Hospital to do. Mr. Cummings replied that he felt that the hospital should provide services for indigent residents of the subject neighborhood; and, before any expansion of the facility is approved, he felt that Harkness Hospital should be required to address itself to the needs of the community.

Lionel Grosjean, Director of the Ecumenical Ministry in the Haight-Ashbury, Inc., stated that he believed that the proposed use of the subject property would have a much more profound impact on the neighborhood than the existing convalescent hospital use; and he emphasized that the applicants had not submitted any evidence to the contrary. He felt that that was the most important issue before the Commission. Other issues of concern were the extent of citizen participation and the need for the facility in the neighborhood. He remarked that health care needs are a national problem; and he felt that the proper way to approach the problem at a local level would be for major health care organizations to work closely with residents of the community. He stated that none of the major health care facilities in the subject neighborhood had worked closely with residents of the area; however, all of the others had made a better effort than HMI.

Allan B. Jacobs, Director of Planning, remarked that many of the questions raised by speakers from the audience extended beyond the expertise and area of concern of the Department of City Planning and the City Planning Commission. He stated that he had taken a field trip to the site and had not felt any great qualms about the impact which the proposed use would have on the neighborhood; and it had been his understanding that the proposal for the use had been made because the site is available and because time is of the essence. Thus, prior to the hearing, he had been prepared to recommend approval of the application subject to strong conditions governing the nature and duration of the use. However, during the course

of the hearing, he had reflected upon the fact that the City Planning Commission used to follow a procedure requiring hospitals to have a Master Plan; and, in view of the comments raised during the present hearing, he felt that it would be wise to return to that procedure. Regardless of the other issues which had been raised, he felt that the applicant's lack of a Master Plan lay at the crux of the matter; and, therefore, he recommended that the application not be approved until a Master Plan has been submitted to the Commission for review.

Commissioner Porter noted that a medical facility already exists on the subject site, regardless of whether the previous action taken by the Commission was wise or not; and she indicated that it would be regrettable if health care services could not be provided for the community since the facility already exists. However, she agreed that it would be desirable to defer action on the subject application until a Master Plan is available.

President Newman remarked that the applicant seemed to have three alternatives. He could withdraw the application until a master plan has been prepared, he could request the Commission to postpone action on the application until the differences with the neighborhood have been resolved, or he could request the Commission to vote on the application during the present hearing with the knowledge that the application would probably be disapproved.

Mr. Danielson stated that a one month postponement would be acceptable.

Commissioner Mellon asked how long it would take for the Master Plan to be prepared. Mr. Danielson replied that HMI already has a conceptional Master Plan; and he indicated that it would take approximately two years to prepare specific plans and schematics. The Director recommended that the matter be taken under advisement for two months; and he indicated that the Master Plan to be presented to the Commission need not be in the form of detailed plans and schematics.

Commissioner Porter remarked that she was sympathetic with the social views which had been expressed by the neighborhood; however, she emphasized that the only matter which was of concern to the Commission was whether the proposed facility would have a detrimental impact on the neighborhood.

After further discussion, it was moved by Commissioner Ritchie, seconded by Commissioner Mellon and carried unanimously that the subject application be taken under advisement until the meeting of July 6, 1972. The Commission requested that the applicant meet with residents of the neighborhood during the interim in an attempt to resolve their differences and that a Master Plan be made available to the Commission at its next hearing.

ZM72.5 - FORMER MARY'S HELP HOSPITAL SITE; BROSNAH STREET, NORTH LINE, 90 FEET EAST OF GUERRERO STREET.
R-3 to an R-4 DISTRICT.

President Newman stated that a request had been received from the applicant that hearing of the subject application be postponed for one month.

After discussion it was moved by Commissioner Finn, seconded by Commissioner Mellon, and carried unanimously that hearing of the subject application be postponed until the meeting of June 1, 1972.

CU72.14 - 3022,3060 AND 3080 ALEMANY BOULEVARD, NORTH LINE,
APPROXIMATELY 101 FEET WEST OF LAWRFNCE AVENUE.
REQUEST FOR AN AUTOMOBILE WASH IN A C-2 DISTRICT.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which is an irregularly shaped parcel with a frontage of 248.5 feet on Alemany Boulevard and an area of 11,181 square feet. He indicated that three of the lots are presently occupied by single family dwellings; and one of the the lots has a two family dwelling. The applicant had requested permission to construct an automatic car wash with gasoline dispensing facilities on the site.

Ray Hanson, representing the operators of the proposed car wash, displayed a rendering of the proposed facility and explained how it would be located on the site. He indicated that individuals were present in the audience who would be able to answer any technical questions which might be raised by members of the Commission.

Peter Mendelsohn, representing TOOR, felt that available land, wherever possible, should be used for low-cost housing rather than for facilities which accommodate automobiles. He remarked that land is a scarce commodity in the City; and, when land is used for automotive uses, that much less is left for housing, thus contributing to the trend towards high-rise rather than low-rise housing developments. He observed that developers can make money from housing as well as from car washes, garages, and gasoline stations; and he felt that the subject application should be disapproved.

Commissioner Ritchie asked if Mr. Mendelsohn was familar with the subject site. After Mr. Mendelsohn had replied in the negative, Commissioner Ritchie remarked that it seemed to him that the property would be completely unacceptable for housing.

No one else was present to speak in favor of or in opposition to the subject application.

Mr. Steele remarked that the proposed facility would provide a service for residents of the Outer-Mission, Ocean View and Excelsior Districts. It would have sufficient stacking area to prevent traffic congestion; and it would be sufficiently isolated from residential uses to assure that there would be no disruption of established residential unity. Therefore, he recommended that the application be approved subject to six specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After summarizing the conditions, he recommended adoption of the draft resolution.

Mr. Hanson indicated that the conditions would be acceptable.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Ritchie, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6838 and that the application be approved subject to the conditions contained in the draft resolution.

The meeting was adjourned at 5:20 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, May 11, 1972.

The City Planning Commission met pursuant to notice on Thursday, May 11, 1972, at 1:30 P.M. at 100 Larkin Street.

PRESENT: Walter S. Newman, President; Mrs. Charles B. Porter, Vice-President; John C. Farrell, Mortimer Fleishhacker, Thomas J. Mellon and John Ritchie, members of the City Planning Commission.

ABSENT: Hector E. Rueda, member of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V (Zoning); Marie Carlberg, Planner III; Charles Forester, Planner II; and Lynn E. Pio, Secretary.

Ralph Craib represented the San Francisco Chronicle; Donald Canter represented the San Francisco Examiner.

1:30 P.M. - Field Trip

Members of the Commission and staff departed from 100 Larkin Street at 1:30 p.m. to take a field trip to Peru Avenue south of Valmar Terrace which was the subject of a referral which was to be considered later in the meeting.

2:15 P.M. - Room 282, City Hall

President Newman called attention to a letter which he had received from John D. Crowley, General Manager of Public Utilities, advising that his regular alternate to the City Planning Commission, James J. Finn, would be out of town this week; and, as a result, he was designating John C. Farrell, Secretary and Assistant General Manager of the Public Utilities to represent him at this meeting.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, advised the Commission that the staff of the Department of City Planning is preparing a report responding to all oral and written comments received on the proposed height and bulk ordinance for presentation to the Commission on May 25. Recommendations for changes in the draft of the ordinance will be made at the same time; and a public hearing will be scheduled at a later date to receive comments on the changes.

Allan B. Jacobs, Director of Planning, advised the Commission that the staff of the Department of City Planning has been reviewing all testimony given at the four public hearings and all comments received by mail on the city-wide height and bulk ordinance. The staff has responded to all letters received; and where issues were unclear or complex the staff has met with interested groups to discuss

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the matter. All changes requested will be evaluated in terms of the effect of these changes on other proposals for near-by areas. Staff review is being limited, however, to height and bulk issues, the matter actually before the Commission, and not such issues as changes in density, proposals for parks, etc., which have also been raised at the hearings and in the correspondence. The staff will also meet with individual members of the Commission to obtain an expression of their feelings. A report will be presented to the Commission on May 25 which will respond to all oral and written comments received; and recommendations for changes in the proposed controls will be made at the same time. A public hearing will be scheduled at a later date to receive comments on the changes.

The Director distributed copies of a work program for a one-year, Federally-funded, development programming project. The work program had been prepared by the staff of the Department of City Planning in co-operation with the Mayor's Office; and the project will be conducted jointly by both offices. He expected that work on the project will begin by June 1.

In response to a request made by the Commission at its last meeting, the Director presented his analysis of the height limit initiative which will appear as Proposition "P" on the June ballot as follows:

"At its meeting of May 4, the Commission requested a report by the Department staff on the height limit initiative that will appear as Proposition "P" on the June ballot.

"Content of the Initiative"

"This initiative would amend the City Planning Code by establishing zoning height limits in much of the city. The limits would be 160 feet in the 'downtown area', which is defined to include the four C-3 zoning use districts; and 40 feet in the 'residential area', which is defined to include all other commercial and all residential and industrial zoning use districts. These limits could be changed only by a referendum.

"The current initiative replaces one which failed to pass in the November 1971 election. That measure would have imposed a uniform limit of six stories and 72 feet on most of the city, regardless of use district, with lower existing limits retained in a few areas.

"General Import"

"The staff believes that both measures stem from a deep concern about the future of the city. This concern relates to the **detrimental** effects of some tall buildings, the appearance of new development, the loss of older structures and established qualities of the city, the uncertainty inherent in change, and above all the prospect of continued growth.

"This is a proper, even an essential, concern. But what has been proposed in both initiatives does not purport to be a plan, or a positive statement, or a long-run solution. The measures are also in error, we feel, if they label all change as bad, and if they ignore the fact that many, if not most, current developments in the city are modified for the better as the result of planning influences. Neither measure is a means, in itself, for solving San Francisco's important environmental problems.

"There are, however, other means available to bring about control of development in a rational manner and through an orderly process. The City Planning Commission has just completed a round of hearings on a comprehensive system of height limits for the city, based upon planning. Since last August, interim limits have been in effect to hold the line against possible abuses by developers during the hearing period. The four hearings have been well attended, and many excellent points have been made in the testimony. Where the public comments contained specific counter-proposals for height limits, they have become an important part of the legislative process leading up to adoption of permanent limits.

"In the earnestness of the campaign to establish height limits by initiative, there has been an irresistible tendency among the proponents to characterize the Urban Design Plan, adopted last August as part of the Master Plan, as a plan to foster growth and to bring about the ultimate destruction of San Francisco. This setting off of Proposition "P" against the entire Urban Design Plan overlooks the fact that height limit guidelines are only a small part of that plan, and the fact that the plan met with an overwhelmingly favorable response from the public at hearings last summer. There has been an attempt to create polarity where no polarity existed before, and to deny the importance of governmental processes and the role of planning in arriving at rational controls.

"Last year's 72-foot initiative was an oversimplification and an awkward fit for the city. It did not recognize that the majority of the city should have limits of less than 72 feet, and that there are some locations where a greater height is appropriate. The current 40- and 160-foot initiative, while attempting to tailor its limits a little more sharply, remains an oversimplification. Some of the areas proposed for 40-foot limits should in fact have lower limits, and some should have higher ones. Of the 160-foot areas, some should also be lower and some higher.

"Specific Problems"

As compared with existing height limits in San Francisco and the further limits now under consideration by the Commission, the June initiative has the following problems:

1. Increased limits in single-family districts. Proposition 'P' would entirely replace the existing Section 121 of the City Planning Code. In doing so, it would raise the height limit in all R-1-D and R-1 zoning districts from 35 to 40 feet (or from 30 to 40 feet for lots that slope downward from the street). These increases would affect 55% of the residentially-zoned land in San Francisco.
2. Less height restriction on sloping land. The height limit ordinance now being considered by the Commission contains considerably greater restriction in the methods of measuring height on sloping lots than do existing height regulations. Proposition 'P' does not include these new methods of measurement, and therefore it would be less restrictive in many situations on sloping land. The height limits now before the Commission would restrict 95% of the residentially-zoned land in the city to 40 feet or less, and the differences in methods of measurement would therefore have an effect in many instances.
3. No controls in Public Use districts. Nothing in Proposition 'P' refers to Public Use zoning districts, which cover nearly one-third of the land in the city and include a variety of developed areas and open spaces. This means that under the initiative there would simply be no height limits or other development controls in these districts. The Public Use districts cover, for example, all parks, many schools and reservoirs, Municipal Railway facilities, the University of California Medical Center, the Presidio, Fort Mason, San Francisco State College, San Francisco General Hospital and City College. Under the height limit proposals now before the Commission, the great majority of Public Use district property is designated as Open Space, and there are specific height limits assigned to all of the properties that are now developed.
4. No real control of population growth. If the initiative's 40-foot limit for residential areas is intended in any way as a means of limiting population growth, it will not achieve that purpose. Under the height limits now before the Commission, 95% of the residentially-zoned property and much of the commercially-zoned property outside of downtown would have limits of 40 feet or less. If the remainder of

the land in these two categories were also limited to 40 feet, the population capacity of the city would be reduced by only an additional 10% at the dwelling unit densities now permitted. The holding capacity would even then be almost 1,200,000 people. From these figures it is apparent that height limits are not a control on residential population, and that improved zoning density controls would be a more direct answer to this question.

5. Effect on needed types of housing. Although new housing higher than 40 feet is not appropriate for many parts of the city, buildings of greater height may be desirable in proper locations to provide housing for people who need it. This is especially true of elderly people with modest incomes, for whom well-designed higher buildings may be an economical and satisfactory type of residence. Proposition 'P' would not permit certain new housing contemplated or already scheduled in Chinatown, the Western Addition, the Mission, Hunters Point and South of Market.

6. Effect on institutions. A limit of 40 feet in all residential and outlying commercial areas would prevent a reasonable form of expansion or replacement for many institutions, especially hospitals. Under the height limits before the Commission most hospitals are surrounded by 40-foot districts, but each hospital is given one or more height limits consistent with approved development plans and consistent with the policy of confining hospitals within the blocks in which they are already established. A 40-foot limit for the hospitals would require a different form of expansion, with the institutions tending to take over residential properties and expand laterally into the surrounding neighborhoods, and this would result in a loss of family housing.

7. Effect on industries. The height limits before the Commission establish suitable heights for industrial districts -- usually 40, 50 or 65 feet -- and also spell out certain exceptions from those limits for special equipment such as cranes, silos and air pollution control devices. Under the initiative, Proposition 'P', a 40-foot limit for all industrial areas would be overly restrictive, unnecessarily hindering industrial expansion in some cases, and no provision would be made for special equipment. Since the proposals before the Commission would establish height limits for every type of district and use for the first time, the exceptions are carefully spelled out, and many details such as rooftop landscaping, recreation equipment and dining areas are also covered. Under the initiative, any such exceptions would require a referendum.

8. Effect on downtown development. The amount and form of downtown development under a 160-foot height limit are difficult

to predict. However, since the pressure for new office space would continue, it may be expected that many properties would be built up rather solidly with 160-foot structures. Existing floor area ratios, which were designed for taller buildings with open space around them, would permit the 160-foot envelope to be totally filled. Furthermore, to the extent this height limit caused downtown buildings to become more dispersed to gain the advantages of lower land values and greater exposure at outlying locations, downtown would become less efficient and have less of a design rationale. It may also be noted that under Proposition 'P' the 160-foot limit would actually be higher than the limits now before the Commission in several C-3-zoned areas South of Market and near the Civic Center.

"This report is confined to an analysis of the initiative and a comparison with existing and proposed controls. It will not comment on the practicality of submitting future plans or buildings to a referendum as the initiative requires. Nor will it comment upon the basic legal validity of the measure other than to say that significant questions have been raised in that regard. In the event the initiative were passed, a period of litigation and considerable confusion may be foreseen, and during that period the present hearing process for the proposals before the Commission would have to be halted."

Commissioner Porter congratulated the Director on his detailed analysis of the initiative and its probable effect on the planning process in San Francisco; and she moved that the Commission adopt a resolution expressing its opposition to Proposition 'P' on the basis of the arguments contained in the Director's analysis. The motion was seconded by Commissioner Fleishhacker. When the question was called, the Commission voted unanimously to adopt Resolution No. 6839 expressing its opposition to Proposition 'P' on the basis of the analysis provided by the Director of Planning in his memorandum dated May 11, 1972.

R72.15 - VACATION OF A PORTION OF PERU AVENUE SOUTH OF VALMAR TERRACE

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"Two mismatched subdivisions of the early 1900's on the hill at the northwest corner of what is now John McLaren Park resulted in a triangular piece of leftover street area of approximately 2600 square feet, located on a curve of Peru Avenue as it was actually improved much later. Its utility as street is impaired by the fact that it drops off abruptly from the grade of the improved street. It is an easement street. The area is zoned R-1.

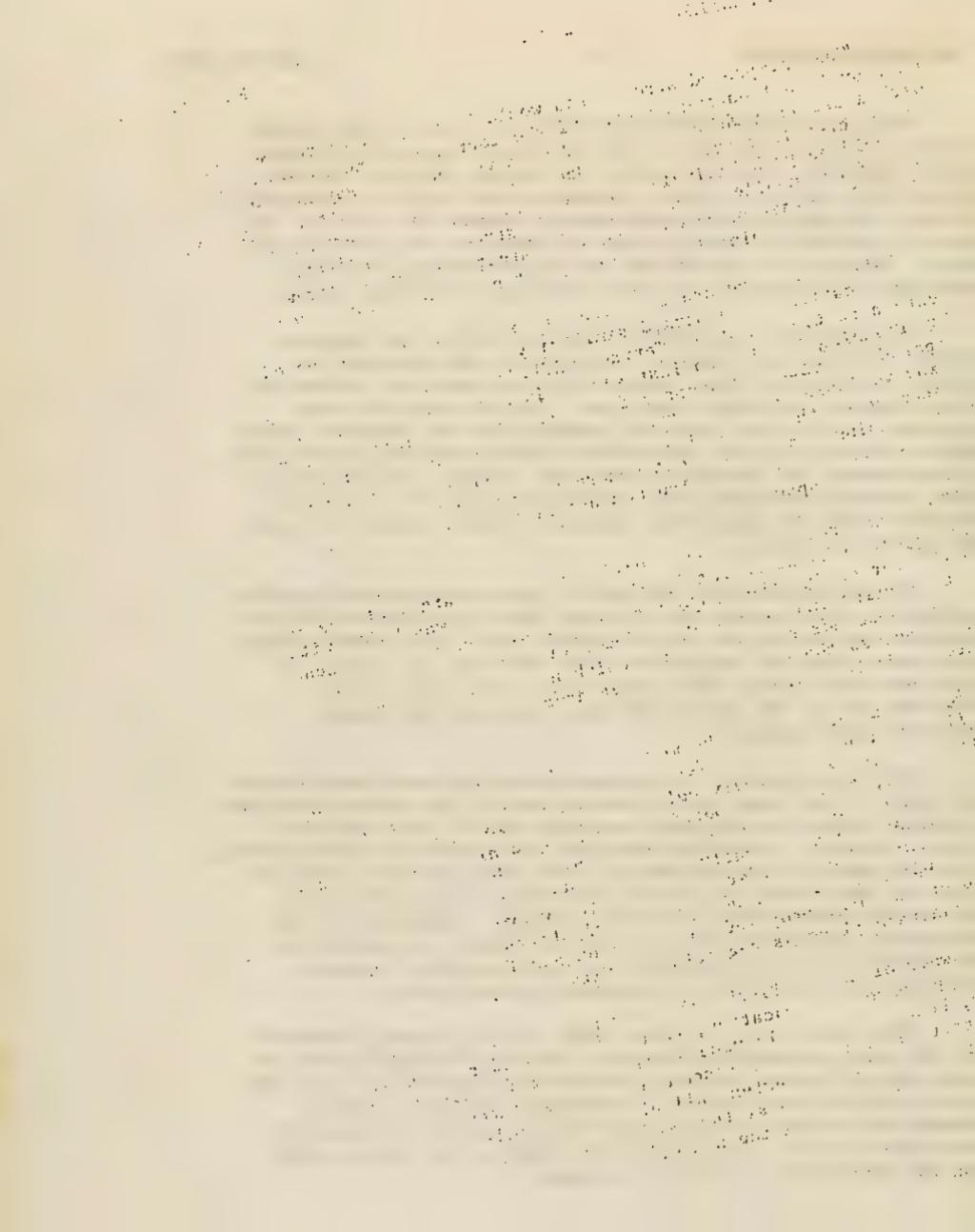
"The unimproved street area would be vacated to the owners of four lots fronting on it. Of the four lots, one is improved with a dwelling which is reached by a wooden stairway and the other three lots are vacant. Because of the difficult topography, it would be prohibitively expensive to improve the area for any sort of automobile access, either as street or as private driveways. The owner of two of the lots might develop a driveway through an adjoining lot he owns fronting on Silliman Street.

"Although there are differences in detail, this proposed street vacation has a marked similarity to the proposal to vacate a portion of Upper Terrace (R71.34) which was before the City Planning Commission last year. In both cases the area proposed for vacation drops off steeply from the improved street making vehicular access impossible without expensive construction. I recommended the vacation in the case of Upper Terrace, but the City Planning Commission felt otherwise and found it to be in conflict with the Master Plan because it would result in a loss of public open space.

"In the present case the public open space argument applies primarily to a house on Lot 4, Block 5945, which was built with windows overlooking the subject street area. One window touches the street line and others are a few feet from it. There is also one house across Peru Avenue which now enjoys a view corridor across the unimproved street area and the vacant private lands beyond.

"My recommendation in the memorandum previously sent to you on April 17 was based on the feeling that if the street area were vacated it would be extremely unlikely that it would be built upon. However, it would be possible, and especially advantageous, for the owner of Lots 24 and 25, Block 5943, to build along the line of Peru Avenue as actually improved, using raised piers, to provide himself with offstreet parking. According to City Attorney's Opinion No. 640, no special height restriction can be placed on the area proposed for vacation and if vacated, building can take place as regulated by City codes.

"The owner of Lot 4, Block 5945, has no property interest in the area proposed for vacation, that is, he would receive no part of it; however, he could receive an easement for light and air to protect his windows. I recommend that the easement should be 20 feet wide and extend all along the southeasterly lot line of Lot 4, beginning at the level of the window sills on the southeasterly side of the house."



At the conclusion of his presentation, Mr. Steele recommended that the vacation of the subject portion of Peru Avenue be approved as in conformity with the Master Plan provided that an easement for light and air is given to the owner of Lot 4, Block 5945, extending for 20 feet from his southeasterly building line presently existing and extending upward from the bottom of the window sills on the southeasterly side of his house.

In response to a question raised by Commissioner Fleishhacker, Mr. Steele confirmed that the area to be covered by the easement would comprise approximately 1/2 of the street area to be vacated.

Captain Lay owner of Lot 4, Block 5945, stated that the proposed easement would benefit his property; and, as a result, he was in favor of the proposed street vacation providing that the easement is established.

Andrew McKenna, owner of Lots 26 and 27 in Block 5943, stated that the vacated property which he would acquire would be useless to him if the easement were to be established; and, while the other property owner would benefit from the easement, he would not be responsible for paying the taxes on the property. He remarked that the back of the house belonging to the other property owner is covered with windows and a door; and, as a result, he did not feel that protection of the windows in the house fronting the subject street area should be considered to be so important. If the street were to be vacated, he hoped to be able to use it for access to his property.

Commissioner Fleishhacker observed that Mr. McKenna would still be able to use the vacated street area for access to his property even if the easement were established; the only thing that he could not do would be to construct a building on the portion of the property subject to the easement. He asked if the abutting property owners would have to pay for the vacated portion of the street or if they would obtain title to it for free. Mr. Steele replied that the subject portion of Peru Avenue is an easement street; and, therefore, it would revert to abutting property owners without cost if it were to be vacated.

James Ballance, one of the owners of Lots 24 and 25 in Block 5943, stated that the subject street area was formerly a portion of Knox Street; and it was his contention that the street had in fact been vacated when Knox Street was abandoned. If that were true, the window which touches the street line on Lot 4, Block 5945, was built in violation of the Building Code. He stated that Mr. McKenna is a retired and disabled civil servant and who relies on his property for his financial well-being; and, as a result, he felt that Mr. McKenna should be given the privilege to use his portion of the vacated street area without the restriction of the easement which had been recommended by the staff of the Department of City Planning.

After further discussion, it was moved by Commissioner Fleishhacker, seconded by Commissioner Ritchie, and carried unanimously that the Director be authorized to report that the vacation of a portion of Peru Avenue southeasterly of Valmar Terrace, as shown on SUR-972, as in conformity with the Master Plan, provided that an easement for light and air is given to the owner of Lot 4,

Block 5945, extending for 20 feet from his southeasterly building line presently existing and extending upward from the bottom of the window sills on the south-easterly side of his house.

DISCRETIONARY REVIEW OF A BUILDING PERMIT APPLICATION FOR A 50-UNIT, 193-FOOT HIGH BUILDING AT THE NORTHEAST CORNER OF GREEN AND JONES STREETS. BUILDING HEIGHT ABOVE 40 FEET CAN BE PERMITTED ONLY IF AUTHORIZED SPECIFICALLY BY THE CITY PLANNING COMMISSION.

(UNDER ADVISEMENT FROM MEETING OF MARCH 9, 1972).

Robert Passmore, Planner V (Zoning), reported on this matter as follows:

"Scheduled for review today under the Planning Commission's discretionary powers is Building Permit Application No. 406992 because the 193-foot high apartment house proposed under the application for the northeast corner of Green and Jones Streets would be within the 40-A-1 Interim Height and Bulk Control District where new buildings are limited in height to 40 feet unless specifically authorized by the Commission for additional height, up to a maximum height of 250 feet.

"This proposal for 50 dwelling units which was described in the staff memorandum on this subject dated March 9, 1972, and orally at the initial Commission hearing of this matter on March 9, 1972, has been modified slightly to provide an additional level of subsurface parking resulting in a new total of 65 off-street parking spaces rather than the originally proposed 51 parking spaces. The number of dwelling units, and the exterior dimensions and appearance of the proposed building remain unchanged. Thus the applicant still proposes the maximum density and floor-area-ratio permitted on the subject R-5 site, and the proposal can be built only if specifically authorized by the Commission under the procedures and criteria of Section 263.4 of the Planning Code text amendment for the presently proposed 40-A-1 Height and Bulk District.

"Subsequent to the March 9, 1972, Commission review of this proposal a meeting between the applicant, Hecny Transportation, Inc., requested by Stanley S.K. Wang, Hecny vice president/treasurer and Merrill Jew, architect, and five representatives of the surrounding neighborhood was held on April 5, 1972 at the Department of City Planning. In addition, staff has also held several short meetings individually with the applicant and neighborhood representatives. At the written request of Hecny Transportation, Inc., and the oral request of the neighborhood, the hearing of this matter scheduled for April 20, 1972, was postponed until May 11, 1972.

July 20, 1938

Dear Dr. G. E. Muller,
I am sending you a copy of the paper I have written on the
biology of *Leucaspis* and *Leucaspis* sp. and I would appreciate your
criticism of it.

Very truly yours,
John C. H. Smith
Professor of Entomology
University of California
Berkeley, California

July 20, 1938

Dear Dr. Muller:

I have read your paper on the biology of *Leucaspis* and *Leucaspis* sp. and I would like to make a few comments on it. I think that your paper is a valuable addition to the literature on the biology of this genus. I particularly like the way you have approached the problem of the biology of *Leucaspis* and *Leucaspis* sp. by using a comparative method. This is a good way to approach the problem of the biology of a genus, and it is particularly good for a genus like *Leucaspis* which is not well known. I think that your paper is a good example of the use of this method.

I would like to make a few comments on the biology of *Leucaspis* and *Leucaspis* sp. that you have presented in your paper. I think that your paper is a good example of the use of this method.

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The Commission has received a letter from Mr. Stanley S. K. Wang dated May 1, 1972, requesting further postponement of the matter. The letter does not state a date to which postponement is sought, but Mr. Wang has indicated orally that a delay of only a few weeks is desired. In addition to the above described meeting with neighborhood representatives staff understands representatives of Hecny Transportation, Inc., have met with representatives of Massachusetts Mutual Life Insurance Co., owner of the Summit Apartments facing the subject property to the south."

President Newman observed that it was the usual practice of the City Planning Commission to grant one continuance at the request of the applicant; however, no practice had been developed regarding reaction to a second request for continuance. He asked the Commission if they wished to grant Mr. Wang's request for a second continuance.

It was moved by Commissioner Porter and seconded by Commissioner Ritchie that the request be denied and that the Commission proceed with its hearing of the subject application.

Commissioner Mellon asked for an explanation of the reasons for requesting the postponement. President Newman stated that the letter which had been received from Mr. Wang indicated that the applicants had not yet been contacted by the Neighborhood Committee for Proper Development at Green and Jones Street or by other groups and residents of Russian Hill; and, as a result, the applicants felt that it would be better to wait until those contacts had been made before pursuing the application further.

Commissioner Porter doubted that anything would change during the next month; and the residents of Russian Hill would still be faced with a proposal for 50 dwelling units and 65 automobiles in a neighborhood which is already overcrowded and congested. Personally, she felt that construction of 50 dwelling units on a site having an area of only 6,300 feet would create too much density; and she believed that construction of a building with a height in excess of 40 feet on the subject site would be detrimental to Russian Hill. Therefore, she felt that the Commission should proceed to hold the hearing and take action on the application during the present meeting.

Merrill Jew, architect for the applicant, remarked that the first request for continuance had been made not by the applicant but by residents of the neighborhood so that they could have more time to study the proposed project. In the interim, the applicants had met with residents of the neighborhood to explain their plan; however, the response to the plans had not yet been received. His clients felt that the residents of the neighborhood should be given ample time to respond to the plans; and, as a result, they had requested that a further postponement be granted by the Commission.

Commissioner Ritchie felt that both the developers and the residents of the subject neighborhood would be better off if the Commission were to make a decision on the application during the present hearing.

Commissioner Fleishhacker asked if the action of the Commission would have to be confined to approval or disapproval of the application. The Director stated that the Commission would also have the option of asking for modifications of the plan. Furthermore, at the conclusion of the hearing, the Commission would still be able to take the matter under advisement to a later date.

A. George Battle, representing the Neighborhood Committee for Proper Development at Green and Jones Streets, stated that most of the studies being undertaken by his group had been completed; however, none of the display materials were available in the meeting room.

When the question was called, the Commission voted unanimously to proceed with the hearing of the subject application.

Mr. Jew reviewed the analysis which the Director had made on March 9 of the relationship of the proposed building to the six criteria to be considered by the Commission in acting upon a conditional use application for exceptions from the 40-foot height limit on Russian Hill which are contained in Section 263.4 (c) of the proposed height and bulk ordinance now under consideration by the Commission. Mr. Jew felt that the original plans, as modified during the interim, clearly conformed to each of the six criteria; and, as a result, he urged the Commission to approve the application.

Commissioner Ritchie asked about the height of the proposed building, the number of units and parking spaces which it would contain, and the number and the location of garage entrances. Mr. Jew replied that the height of the building would be 18 stories, that it would contain 50 dwelling units and 65 parking spaces, and that entrances to the garage would be on Jones Street.

Mrs. Hans Klussman, representing San Francisco Beautiful, stated that her organization has tried to help individual neighborhoods of the City to resist projects which would be detrimental to them and which would ultimately affect the quality of the entire City. She remarked that the parking problem in the subject neighborhood is already severe; and she felt that approval of a 50-unit apartment house on the subject site, bringing that many more residents, visitors and service personnel to the area, would border on the absurd. The fact that the Eichler Summit Apartments have already been constructed on the opposite corner should not make it mandatory for the Commission to approve another high-rise apartment building on the subject site, especially in view of the fact that the subject neighborhood has reached a saturation point in terms of density beyond which the entire neighborhood will be destroyed. She indicated that she supported the request of the Russian Hill residents for a 40-foot height limit for their neighborhood; and she did not believe that the Commission should allow construction of any more buildings in that neighborhood with a height in excess of 40 feet except for those which had already been approved. While she believed firmly in the rights of property owners to know what they can do with their properties, she also felt that property owners should have a responsibility to the Community and that they should not develop their properties in ways which will ruin their neighborhoods. She observed that the subject property is extremely small for a 50-unit apartment building; and she felt that the Commission should begin now to take a firm stand against construction of any more buildings with heights in excess of 40 feet on Russian Hill. She urged that the application be disapproved.

Mr. Battle, representing the Neighborhood Committee for Proper Development at Green and Jones Streets, stated that his committee had been formed in reaction to the subject application; and he indicated that the membership of his committee overlaps that of the Russian Hill Association to some extent. Since the last hearing of the Commission, members of his committee had met with the developers and their architect; and, in addition, they had completed several studies relating to the project. They had planned a 15-person presentation to the Commission; but neither the other participants nor the illustrations were available in the meeting room. He indicated, however, that he would be able to summarize most of the points that his committee wished to raise. He asked if the Commission would have to find the proposed development to be necessary and desirable for and compatible with the neighborhood if the application were to be approved. Mr. Passmore replied in the affirmative. While the matter was officially before the Commission for discretionary review, the guidelines for its review would include the conditional use criteria specified in the draft of the proposed height and bulk ordinance presently under consideration by the Commission; and those criteria do relate to issues such as need, desirability and impact.

Mr. Battel stated that the two major points which his committee wished to raise were that the proposed building would be located too close to existing towers in the vicinity and that it would place too many dwelling units on too small a site. He remarked that the subject property is located only 65 feet from 1000 Green Street and only 85 feet from the Eichler Summit Apartments; and, as a result, the height of the proposed building would be three times greater than its distance from adjacent high-rise buildings. Furthermore, never yet had three high-rise buildings been constructed at the same intersection on Russian Hill; and, if the proposed building were to be constructed, it would create a cluster effect which would have a greater visual impact. With regard to the issue of density, he remarked that he had been advised by architects that the applicant was proposing the greatest number of dwelling units which would be feasible under the floor area ratio provisions of the City Planning Code governing the subject site.

Mr. Battle stated that his committee was also concerned about traffic and parking congestion in the area. They had sent a questionnaire to 700 occupants within a four-block area of the subject site and had received a response from 60% of the recipients. Those who had responded were unanimously opposed to the building being proposed for the subject site, feeling that parking in the area was already difficult during the week and impossible during weekends. His committee had also intended to walk through the neighborhood at various times of the evening everyday for a week to survey the parking situation; however, the project had "petered out" after several evenings. Nevertheless, they had found up to 35 illegally-parked automobiles in the early evening hours and more later at night. One of the problems with parking in the area is that most of the available parking spaces are located 150 steps down the hill from the apartment buildings and homes located in the vicinity of the subject site; and, to complicate the problem, the proposed building would remove between 10 or 12 presently available on-street parking spaces. Mr. Battle remarked that the management of the apartment building at 1000 Green Street does not allow its tenants to park on the Jones Street hill because it is too dangerous. He doubted that trucks making deliveries to the new building would

park on Jones Street; and, as a result, they would inevitably cause traffic jams. He also indicated that a representative of the Fire Department who had been interviewed had confirmed that there is a traffic problem in the area.

Mr. Battle remarked that the proposed building would form a semi-circle with the building located at 1000 Green Street and the Eichler Summit Apartments, thus blocking sunlight from Macondray Lane. The proposed building itself would cut out 20% of the sunlight presently available; and, in view of the fact that existing buildings take away 70% of the sunlight from Macondray Lane, it was obvious that construction of the proposed building would cast the lane in almost permanent shadow. His committee had obtained an analysis from a landscape architect at the University of California relating to the effect which additional blockage of sunlight would have on Macondray Lane.

Mr. Battle noted that one of the criteria established by the proposed height and bulk ordinance for conditional use review of buildings in excess of 40 feet on Russian Hill is that such buildings should not create any adverse wind effects. At the request of his committee, Professor Blaisdel of the University of California had constructed a 17-foot cardboard model of the four-block area surrounding the subject site to test the wind effect of the proposed building. The test had indicated that the force of the wind at the intersection of Green and Jones Street is already one and a half times as great as the prevailing wind. Residents of the area had already experienced wind problems with windows being broken and shards of glass had been driven into the walls; and it was obvious that the effect of the proposed building on wind conditions in the area would be very severe.

Mr. Battle remarked that while most of the parking spaces in the proposed development would be located below grade, the walls of the garage would rise above grade. With regard to the issue of views, he conceded that construction of a 40-foot building on the site would affect public views from the intersection just as much as would the proposed building; and, yet, while private views might not be as important as public views, he felt that it should be noted that the proposed building would also block views from apartments in the Eichler Summit and 1000 Green Street apartment buildings.

In conclusion, Mr. Battle acknowledged that the applicants had invested a considerable amount of money in the proposed development; and he recognized that disapproval of the application would do some economic harm to the applicants. Nevertheless, he pointed out that the Russian Hill Association has been in existence for a considerable period of time; and he felt that anyone planning a major development in the area should have contacted that organization before purchasing land and spending money on plans. By acting otherwise, as in the present case, the developer would only be inviting unnecessary difficulties.

Commissioner Mellon asked when the subject property had been purchased by the applicants. Mr. Battle replied that he believed that the property had been purchased in August, 1971, because a "sold" sign had appeared on the property at that time.

Stewart Bloom, representing the San Francisco Opposition, noted that the Director of Planning, in recommending against an apartment development on Clarendon Avenue at last week's meeting, had stated that the City needs low-income housing for families and not small, high rent, apartments for individuals without children; and he felt that the same argument should apply to the apartment building now under consideration. He also remarked that the California Supreme Court is currently formulating an opinion on whether buildings such as the one being proposed should be made the subject of environmental impact studies. He stated that his organization was opposed to the proposed development.

Stephen Bomse, attorney for the Massachusetts Life Insurance, owner of the Summit Apartments, stated that his clients continued to be opposed to the proposed development for the reasons stated during the Commission's meeting on March 9.

Allan B. Jacobs, Director of Planning, noting that Mr. Jew had inferred that he had made a "recommendation" during the meeting of March 9 in which he had found the proposed development to be in conformity with most of the conditional use criteria included in the proposed height and bulk ordinance, stated that he had actually made certain observations at that time and had not offered a "recommendation" to the Commission. In any case, at the same time, he had stated that the distance between the proposed tower and the 297-foot high Summit Apartments and the 166-foot high 1000 Green Street Apartments is not great enough to meet the concept of a "point tower". He felt that the remarks which had been made by Mrs. Klussman during the present hearing had been well taken; and, while he had some personal regret about not being able to witness the entire presentation which had been prepared by Mr. Battle's Committee, he indicated that he was nonetheless prepared to recommend disapproval of the subject application. The proposed placement of a 193-foot high tower, 86.6 feet from the existing 297-foot Summit Apartments and 65.5 feet from the existing 136-foot high 1000 Green Street Apartments would be inconsistent with the existing character of Russian Hill which presently has no more than one or two towers per block along the curving crest of the hill. He remarked that the applicant had not demonstrated a public need for a luxury apartment house of the nature proposed; and it did not appear that such an apartment house would be a desirable addition to the neighborhood. The proposed building would add to the already serious traffic congestion at the Green/Jones intersection; and the proposed tower and its base would be out of scale with properties to the north and east which are subject to a flat 40-foot height limit and are developed with dwellings which are, in most cases, less than 40 feet in height. The proposed building would overhang Jones Street and would have the adverse effect of narrowing the visual width of that relatively narrow street. The building proposed would also add to the shading of rear yards and landscaped areas to the homes north and east which are already detrimentally shaded by existing high-rise buildings in the immediate vicinity, thereby reducing the outdoor amenities provided for those homes. Since the consequence of the proposed development would be detrimental both in Urban Design terms and in terms of protecting the character and stability of the subject residential neighborhood, he recommended that the application be disapproved.

Mr. Jew remarked that the draft resolution which had been submitted to the Commission by the Director of Planning had stated that the proposed tower and its base would be out of scale with properties to the north and east which are

1. *Leucosia* *leucosia* (L.) *leucosia* (L.)

1. *Leucanthemum vulgare* L. (L.)

subject to a flat 40-foot height limit; and, since properties immediately east of the property are subject to 65 and 105-foot height limits rather than 40-foot height limits, he felt that the statement contained in the draft resolution was in error and that it would be detrimental to his clients. He believed that the staff of the Department of City Planning had completely reversed the position which they had taken during the meeting of March 9; and, in view of that fact and because his clients had been following the Commission's instruction to work with residents of the neighborhood, he felt that a negative vote on the application at the present time would be unjustified, particularly since he had not anticipated that the request for further postponement would be denied and that he would be asked to make a presentation which he was unprepared to give. Mr. Jew doubted that any developer would wish to propose a development which would be harmful to the neighborhood in which it would be located; however, he felt that the staff of the Department of City Planning should cooperate to the extent of giving developers specific guidelines to be followed instead of subjecting developers to continually changing and conflicting standards. As a case in point, he suggested that if the concept of point towers for Russian Hill were to be perpetuated, properties on the hill should no longer continue to enjoy R-5 zoning.

The Director stated that the two properties immediately adjacent to the subject site do have height limits in excess of 40 feet; however, he stressed that all of the properties beyond are presently subject to a 40-foot height limit. With regard to the charge that the staff had totally reversed its position on the project, he observed that such accusations are often made when the staff's recommendation is for disapproval. He stated that the staff had cautioned the applicant's architect at an early date that a building with a height of over 40 feet on the subject site would be difficult to justify because of the proximity of other towers; and, if the staff had appeared to waver in any way, he felt that it was only as a result of trying to be of assistance of the applicant, always within the light of the reservations originally expressed. He stated that he had found that it is not possible to provide developers with urban design terms of reference without having the terms of reference used against the staff at a later date; and, as a result, such terms of reference had not been given to the applicant in the present case.

Commissioner Porter congratulated Mr. Jew on the plans which he had prepared for the proposed development. However, she observed that the building would achieve the highest density allowed on the site; and she felt that the entire neighborhood would be damaged by placing 50 dwelling units on a parcel of property having an area of only 6300 square feet. While she recognized that it is difficult for developers when they do not have a clear understanding of what they may do with their properties, she felt that any developer considering a project in a neighborhood as sensitive as Russian Hill should have made himself aware of the feelings of the neighborhood and of the City Planning Commission before spending a good deal of money on plans.

Commissioner Fleishhacker suggested that the whereas clause of the draft resolution which had been questioned by Mr. Jew be changed to read as follows:

"WHEREAS, The proposed tower and its base will be out of scale with those properties to the north and east subject to a flat 40-foot height limit and developed with dwellings that are in most cases less than that limit in height...."

With that change, he moved the adoption of the draft resolution. He believed that it would be impossible for 65 automobiles to get into and out of the proposed garage; and, in any case, that traffic would create a hazardous situation for pedestrians on Jones Street, particularly if grease and oil should drip on the steep sidewalk. For that reason, and for many of the other reasons cited during the course of the hearing, he felt that the subject application should be disapproved; and he indicated that he would vote against anything but a very modest development for the property.

The motion was seconded by Commissioner Porter.

Commissioner Mellon stated that he had some objection to the height of the proposed building; however, that issue did not bother him as much as the density of the proposed building and the parking problems which it would create. He stated that the City had received many complaints about the steepness of Jones Street; and, although an effort had been made to resurface the street with a non-skid material, the results had not been very successful. As a result, the neighborhood continues to be plagued by excessive noise caused by automobiles trying to operate on the hill. The proposed development would bring at least 67 additional cars to the area, not counting the automobiles owned by guests who would be visiting the development. He felt that it was obvious that the proposed development would aggravate the traffic and parking problems on the hill to a considerable extent, particularly since the entrances to the garage would be located on Jones Street where a highly unsatisfactory condition already exists.

Commissioner Ritchie stated that he, also, would vote for disapproval of the application. He felt that both Mrs. Klussman and Mr. Battle had raised good points in their opposition to the application; and he indicated that he felt very strongly that the density proposed would be too great. He remarked that the issue of development on Russian Hill had recently received a great deal of attention; and he believed that it would soon be possible to have a 40-foot height limit for that neighborhood. Under the circumstances, he intended to support the Director of Planning in his recommendation for disapproval of the application.

When the question was called, the Commission voted unanimously to adopt Resolution No. 6840 and to disapprove the subject building permit application.

At 4:00 p.m. President Newman announced a 10-minute recess. The Commission reconvened at 4:10 p.m. and proceeded with hearing of the remainder of the agenda.

DISCRETIONARY REVIEW OF A SITE PERMIT APPLICATION FOR A COMBINATION
SAFEWAY GROCERY STORE-APARTMENT BUILDING DEVELOPMENT ON THE NORTHWEST
CORNER OF BUSH AND LARKIN STREETS.

Robert Passmore, Planner V (Zoning), reported on this matter as follows:

"Scheduled for review today under the Planning Commission discretionary powers is Building Site Permit Application No. 408857 for a combination store and apartment building at the northwest corner of Bush and Larkin Streets in a C-2 district. Commission review is required because the proposed 130-foot high residential tower would have a building length of 120 feet where the proposed 130-E Height and Bulk District applicable to the subject site permits a maximum building length of 110 feet for any portion of the building above 65 feet in height.

"The Proposal

The subject application, filed by Robert L. Pinney, contractor, and designed by Albert R. Seyranian, architect, proposes a building which would consist of a Safeway Store occupying all of the ground level of the subject 18,600 square foot lot, above which would be three levels of parking also occupying the entire site and accommodating 78 independently accessible automobiles, topped by a nine-floor residential element containing 90-studio dwelling units and 27 one-bedroom and sleeping alcove units.

The store and garage would constitute a building height of 47.23 feet. The garage roof would serve as a landscaped plaza for the residential portion of the building. The proposed nine-floor residential element of the building rising from the plaza would have a width of 66 feet along Bush Street and extend all the way between Bush Street and Austin Street for a length of 120 feet. The residential element, having a plan diagonal dimension of 138 feet, would be set back 69 feet from Larkin Street and 20 feet from the western property line of the subject site. The 20-foot set back from the western property line would serve as the rear yard required by the Planning Code for the dwelling units. The entrance lobby to the dwelling units would be on Bush Street. The pedestrian entrance to the Safeway Store would be at the intersection of Bush and Larkin Streets. The net store area would be approximately 14,000 square feet. A loading space for the store would be entered from Bush Street. The ramp to the parking garage would be on Larkin Street. Twenty-eight parking spaces in the garage would be set aside for use by employees and customers of the store; the remaining 50 parking spaces would be for the use of residents of the building.

The final exterior treatment of the building has not yet been determined. However it is proposed that the concrete north and south walls of the residential portion of the building would be a different color and texture than the adjacent garage and store facades. In general, the exterior of the building would be light-colored precast concrete. Vines at the base of the

building and at the garage roof top would be used to soften the bulk of the store and garage elements of the building. Strong vertical fins are proposed on the east and west facades of the residential tower, and these facades would also be provided window boxes.

The proposed store and garage element of the building would cover 100 percent of the site, and the residential tower would cover 42 percent of the subject site. The total building would result in a floor area ratio of approximately 4.9 to 1. Applicable lot coverage and floor area ratio Planning Code standards for the subject C-2 zoned site, which is near an R-5-C district, would permit a maximum lot coverage of 100 percent at non-residential levels of a building and 87 percent at residential levels, and a maximum floor area ratio of 10 to 1, plus corner and through lot premiums. The proposed mixture of studio and one bedroom and sleeping alcove units represents an equivalent of 95 full size dwelling units as compared to a maximum of 149 full size dwelling units permitted on the site under the R-5 density standards applicable to the subject site.

"Height and Bulk Controls

Under the 130-E district height and bulk controls applicable to the site the maximum permitted building height is 130 feet as proposed in the subject case, but unless specifically exempted by the City Planning Commission any portion of a building above a height of 65 feet cannot exceed a plan length of 110 feet and a diagonal dimension of 140 feet. As noted above, the proposed building would exceed the 110-foot length standard by 10 feet although the building would meet the diagonal standard. Section 271 of the proposed text for the Height and Bulk control amendments to the Planning Code provides for special exceptions to the bulk limits. The 130-E district limitations for the subject site were established on February 17, 1972, between that date and August 26, 1971 the site was subject to a height limit range of 89 to 160 feet. Prior to August 26, 1971 height and bulk standards applicable to the site consisted only of the floor area ratio standard cited above.

"History of Proposal

Representatives of Safeway Stores, Inc. owner of the subject site, informed Department of City Planning staff in 1970 of the desire to rebuild and expand the existing safeway store on the subject site. Staff encouraged Safeway to develop a building proposal that would include housing. In October 1970 Safeway submitted preliminary plans with the Department for a 15-floor mixed commercial residential building containing 156 dwelling



units which complied with all then applicable provisions of the Planning Code except for off-street parking. On February 1, 1971 the Zoning Administrator granted a parking variance for that building proposal. However construction of the building did not proceed because financing of the residential portion of the building was not immediately available. Possible urban design controls which might result from the Urban Design Report published in May 1971 were discussed with the present applicant in early 1971. Through limited contacts with persons involved in the building project during 1971 staff was lead to believe that financing could not be arranged and that the building would not be built. However, on February 17, 1972 Robert Pinney informed staff financing was available for the project which was proposed to have a height of 160 feet. When informed of the 130-foot height limit applicable to the site Mr. Pinney and his architect eliminated 39 dwelling units from the proposal and brought the proposal within the maximum permitted height limit, but did not modify the proposal in a manner which could meet the bulk standards.

"Existing Zoning and Development in Vicinity

The subject site, which is currently occupied by a one-floor Safeway store and adjacent surface parking lot, is on the eastern edge of the C-2 district which extends in this vicinity along Van Ness, Polk, and Larkin Streets. This district is occupied primarily by relatively low commercial buildings. Adjacent to the west of the subject site is a recently constructed Parking Authority public parking garage; across Austin Street to the north is the Redding Elementary School, across Bush Street to the south is a P.T.&T. building and across Larkin Street to the east is an auto sales and service building. Properties to the west of the subject site are in the proposed 65-A Height and Bulk district in which a maximum building height of 65 feet would be permitted, and any portion of a building above 40 feet in height would be subject to bulk standards of a maximum building length of 110 feet and diagonal dimension of 125 feet. To the east of the subject C-2 district property is zoned R-5-C with existing development predominantly residential. High buildings in the area are the 134-foot high new St. Francis Hospital Building at Pine and Hyde Streets, the 80-foot high office building at Bush and Hyde Streets, the 120-foot high Granada Hotel at Hyde and Sutter Streets and the 72-foot high apartments at the corner of Sutter and Larkin Streets. Properties approximately a block to the east and uphill of the subject site are in a 160-F Height and Bulk district in which the maximum building height is 160 feet and any portion of a building over 80 feet in height is subject to bulk standards of 110-foot plan length and 140-foot plan diagonal."

Commissioner Porter, noting that only 23 parking spaces would be reserved for the new market, questioned whether the new market would have less parking spaces than the present market has at the present time. A representative of Safeway Stores, Inc. responded that both facilities would have exactly the same number of parking spaces.

Commissioner Ritchie inquired about the nature of the small yellow squares in front of the windows as depicted on a rendering which was on display. Mr. Passmore replied that the yellow figures were window boxes which had been proposed to break up the scale of the otherwise broad facade of the building.

Albert R. Seyranian, architect for the applicant, stated that he had little to add to the comments which had been made by Mr. Passmore except to advise the Commission that the design of the proposed building had been brought about to a considerable extent by the type of construction process which would be used and which would involve on-site assembly of pre-cast concrete. He stated that he would be prepared to answer any questions which might be raised by members of the Commission.

Commissioner Fleishhacker, noting that the matter had been brought before the Commission for consideration because the proposed building would have a length of 120 feet whereas the new height and bulk ordinance would permit a maximum building length of 110 feet for any portion of the building above 65 feet in height, asked Mr. Seyranian if he personally favored the bulk restrictions which had been recommended by the staff of the Department of City Planning in the Urban Design Plan. If so, Commissioner Fleishhacker wondered why he was now requesting an exemption from those restrictions. Mr. Seyranian stated that he did support the bulk restrictions which had been proposed by the staff of the Department of City Planning; but he indicated that the applicant had been working on plans for the proposed project for two years. And, while he had made an effort to reduce the length of the building, he had found that it would be difficult to do that because of the economics of the particular construction system being used and because of his client's desire not to have columns in the market. He emphasized, however, that the height of the building had been reduced by 30 feet to conform to the new height limit which had been recommended by the staff of the Department of City Planning. Under the circumstances, it would be helpful if the Commission would approve the subject application.

President Newman asked if the variance which was presently being considered was similar to that which had previously been requested by the Holiday Inn on Van Ness Avenue. The Director replied that the similarity was very slight. Whereas the Holiday Inn had requested significant variances from the height and the bulk standards established for that site, the present applicant was requesting no height variance and only a small variance from the bulk standards.

Commissioner Ritchie asked whether the platform on which the residential portion of the project would sit would be landscaped. Mr. Seyranian replied in the affirmative but indicated that residents of the building would not have access to the platform area except for residents of the lowest residential floor who would have private patios.

Commissioner Ritchie stated that he had had occasion to see a similar development in Oakland; and he remarked that the appearance of that project had been considerably improved with the addition of balconies for the individual dwelling units. Mr. Seyranian stated that the construction system being used in the proposed project would make it difficult to provide balconies.

Commissioner Porter observed that while the proposed building would have a length of 10 feet in excess of the maximum permitted by the proposed height and bulk ordinance, it would have a diagonal dimension less than the maximum permitted. Under the circumstances, it seemed to her that some compensation was being offered.

Robert L. Pinney, the applicant, offered additional comments to explain the necessity for exceeding the maximum permitted plan dimension. He felt that it was mandatory to construct a safe building with sheer walls from the top of the building to the foundation; and, while anything might be possible for a price, he assured the Commission that it would be difficult to redesign the building with a plan dimension which would conform to the maximum standard. He stated that certain costs associated with the proposed facility were fixed; and, as a result, the project would not be economically feasible if the floor area were to be further reduced. Furthermore, by reducing the floor area of the building and altering the structural pattern, it would no longer be possible to meet the needs of the ground floor tenant. He stated that two years had been spent in preparation of the plans for the proposed development. During that time, plans had been revised three times to meet objections which had been raised by the staff of the Department of City Planning. While he had been willing to make those changes, they had cost money; and he did not feel that he could afford to undertake further revisions in the plans. The height of the building had already been reduced from 187 feet to 160 feet and then to 130 feet; and further changes would be beyond his ability to accomplish. With regard to the issue of balconies, he remarked that such an addition, when added to the present width of the building, would exceed the maximum plan diagonal dimension permitted by the proposed height and bulk ordinance.

Stewart Bloom, representing the San Francisco Opposition, remarked that the proposed facility would serve no pressing ecological or economic needs in the subject neighborhood. It would merely allow developers to make more money. And he did not feel that San Francisco could afford to approve the project on that basis. If economics would preclude construction of a smaller project on the site, then he felt that the City should take a good look at the necessity for large buildings. Furthermore, since the proposed building would be pre-fabricated and pre-built outside of the City, it would not provide construction jobs for local residents. The project would also generate parking and traffic problems; and, since it was not yet clear whether the State Supreme Court would require environmental impact studies for that type of development, he felt that the subject application should be disapproved.

Commissioner Ritchie asked Mr. Bloom if he felt that there is a need for housing in San Francisco. Mr. Bloom replied in the affirmative.

Commissioner Ritchie then asked for his suggestions as to how that housing might be achieved if developers were expected to lose money and not make a profit. Mr. Bloom responded that he did not feel that the proposed project is needed.

Commissioner Ritchie asked Mr. Bloom if he recalled how many residential units were being proposed in the development under consideration. Mr. Bloom replied that he had not been paying attention to that part of the presentation.

Commissioner Fleishhacker felt that the statements which had been made by Mr. Bloom were "amazing"; and he asked if his organization, San Francisco Opposition was opposed to everything. Mr. Bloom stated that the word "opposition" is a political term used to designate a political party which opposes the one in power.

Commissioner Fleishhacker observed that the organization must be in favor of something; and, if so, he wondered what it was.

Mr. Bloom stated that his organization was in favor of the passage of Proposition "P" on the June ballot and planning of the City by its residents. When asked by Commissioner Fleishhacker if he felt that the City Planning Commission should be abolished, Mr. Bloom replied in the negative but indicated that San Francisco should be developed by its own residents rather than by developers from outside of the City.

Commissioner Fleishhacker indicated that he could not agree with any of the statements which had been made by Mr. Bloom.

Commissioner Ritchie asked Mr. Bloom if he would define the term "developer." Mr. Bloom replied that a developer is one who purchases and builds on a parcel of property. He indicated that there are good developers and bad developers; and he defined a good developer as one who constructs a project which is worthwhile, not only economically but also in terms of livability.

The Director remarked that the density of the proposed project would be lower than the maximum permitted; and the same would be true of the project's floor area ratio. He noted that the applicant had already revised the plans to bring about a major reduction in the height of the proposed building; and he felt that the mixed use of the property being proposed would be desirable. Therefore, he recommended approval of the application subject to three conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. He stated that projecting balconies would not affect the calculations of the diagonal dimension of the building; and, he felt that balconies might, in fact, be a desirable addition to the building.

After further discussion it was moved by Commissioner Mellon and seconded by Commissioner Porter that the draft resolution be adopted.

President Newman stated that he strongly endorsed the concept of the multiple use being proposed; and he felt that new development in San Francisco should tend in that direction in the future. However, since he believed that the

Urban Design Plan was intended to be specific, he intended to vote in opposition to the subject application. Even though work had been done on plans for the proposed project before the new bulk limits had been announced, he felt that any compromise of those limits at the present time would perpetuate the ills of the past. He emphasized that the length of the building would exceed the permitted maximum by 10 feet; and, in his opinion, the violation, which others had referred to as a "small violation", was similar to being a "little bit pregnant."

Commissioner Porter observed that the bulk limits which had been recommended by the staff of the Department of City Planning were not yet a fait accompli; and she indicated that she did not yet know what position she would take when that matter is before the Commission for a vote. However, she felt that the minor variance being requested by the applicant at the present time should be approved, particularly in view of the fact that compensation was being offered by the fact that the height of the building had been reduced and by the fact that the plan diagonal dimension of the building would be less than the maximum permitted.

Commissioner Ritchie stated that he continued to feel that addition of balconies of the building would be desirable; and he asked if the balconies would be required by the staff of the Department of City Planning. The Director replied that he did not feel that the applicant should be required to provide the balconies; however, the staff would continue to work with the applicant's architect to determine whether the addition of balconies would be feasible and desirable.

When the question was called, the Commission voted 5 - 1 to adopt the draft resolution as City Planning Commission Resolution No. 6841 and to approve the application subject to the conditions contained in the draft resolution.

Commissioner Farrell, Fleishhacker, Mellon, Porter, and Ritchie voted "Aye"; Commissioner Newman voted "No."

The meeting was adjourned at 4:50 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

AMENDED

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes and Summary of the Regular Meeting held Thursday, May 25, 1972.

The City Planning Commission met pursuant to notice on Thursday, May 25, 1972, at 2:15 P.M. in Room 282, City Hall.

PRESENT: Walter S. Newman, President; Mrs. Charles B. Porter, Vice-President; James J. Finn, Mortimer Fleishhacker, Thomas J. Mellon, and John Ritchie, members of the City Planning Commission.

ABSENT: Hector E. Rueda, member of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Richard Hedman, Planner V - Urban Design; Peter Svirsky, Planner IV (Zoning); William Duchek, Planner II; DeWayne Guyer, Planner II - Urban Design; Russell Watson, Planner I; and Lynn E. Pio, Secretary.

Ralph Craib represented the San Francisco Chronicle; Donald Canter represented the San Francisco Examiner.

APPROVAL OF MINUTES

It was moved by Commissioner Fleishhacker, seconded by Commissioner Porter, and carried unanimously that the minutes of the meetings of November 17, 1971, and April 27, 1972, be approved as submitted.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, reviewed the Department of City Planning's Budget for the next fiscal year as recently approved by the Board of Supervisors.

The Director reminded the Commission that a Zoning Hearing will be held next Thursday; and he indicated that the Commission's meeting will begin at 2:00 P.M. or, perhaps, earlier.

The Director advised the Commission that June will be a busy month with regular meetings, special night-time meetings, and, perhaps, special daytime meetings being scheduled.

Commissioner Fleishhacker, noting that he and Commissioner Newman are serving on an ad hoc committee appointed by Mayor Alioto which is concerned with the Northern Waterfront, asked if he were correct in understanding that the staff of the Department of City Planning would be making a presentation before that committee. The Director replied that either he or Mr. Steele would make the presentation at a meeting of the Committee on June 8.

Commissioner Fleishhacker felt that it would be helpful if the staff would bring maps to the meeting which would show the location of the existing Belt Line Railroad and the proposed Maritime Parkway.

President Newman called attention to a letter which he had received from William B. McCormick, President of the Northern California Chapter of the American Institute of Architects, stating that the Executive Committee of his organization had endorsed the ideas and comments contained in the Director of Planning's May 11 memorandum on Proposition "P"; and he stated that he is preparing a public statement in opposition to Proposition "P".

PROPOSED CITY-WIDE HEIGHT AND BULK CONTROLS: STAFF REPORT ON
COMMENTS RECEIVED AND RECOMMENDED CHANGES. (MEETING CONTINUED
FROM PUBLIC HEARINGS OF MARCH 16, MARCH 30, APRIL 12 AND APRIL 26, 1972.)

President Newman stated that the purpose of today's meeting would be to received a staff report on comments received during the public hearings held during March and April; and he indicated that an additional public hearing would be scheduled for Tuesday, June 13, at 7:30 P.M. in Nourse Auditorium to receive public comments on the staff report. He felt that both the staff and the Commission had sought in every way possible to be responsive to what they had heard and seen during the hearing period; and, unless major problems should result from the new recommendations of the staff, he believed that the Commission would be in a position to act upon the revised recommendations after the additional hearing has been held. Following that action, the proposals would be forwarded to the Board of Supervisors for hearings and legislative action.

Allan B. Jacobs, Director of Planning, and Peter Svirsky, Planner IV (Zoning), submitted and read a 38 page report which responded to written and oral comments received during the hearings and which offered recommendations for changes in the original proposals of the staff. The report is available in the files of the Department of City Planning.

President Newman complimented the staff on the quality and comprehensiveness of their report. He again noted that a public hearing would be scheduled on Tuesday, June 13, at 7:30 P.M. in Nourse Auditorium to receive comments from the public on the revised recommendations. He also suggested that the Commission should adopt a draft resolution which had been placed before them and which contained the following resolves:

"Therefore Be It Resolved, That the City Planning Commission does hereby declare its intention to consider at a public hearing height limits lower than 105 feet, and as low as 40 feet, for all property not previously proposed to be limited to 40 feet or Open Space in the area bounded by Washington, Steiner and Union Streets and the rear property lines of properties fronting on the west side of Van Ness Avenue, and the Zoning Administrator is hereby instructed to set a time and place for such a hearing;

"And Be It Further Resolved, That the Commission does hereby declare its intention, in connection with said hearing, to consider height limits as low as 40 feet for all property not previously proposed to be limited to 40 feet or Open Space in the area bounded by Pine, Steiner and Washington Streets and the rear property lines of properties fronting on the west side of Van Ness Avenue, with the exception of the area designated in the February 17, 1972, proposals to have a height limit of 160 feet at Pacific Medical Center."

After discussion, it was moved by Commissioner Porter, seconded by Commissioner Ritchie, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6844.

President Newman suggested that the public hearing should be scheduled for Thursday, June 22, at 7:30 p.m. in the auditorium of Roosevelt Junior High School at 460 Arguello Boulevard; and requested the staff to make arrangements accordingly.

Commissioner Porter complimented the staff of the Department of City Planning on the painstaking work which was reflected in the report which had just been presented.

Commissioner Ritchie pointed out that certain comments which had been made on Page 20 of the report related to economic issues. He stated that those remarks were the only comments in the report which dealt with questions of economics; and, since he felt that it would be unwise for the Commission to extend itself into that area, he suggested that the statement should be deleted from the report. The first statement, relating to the Lincoln Elementary School Site on Harrison Street west of Fourth Street, read as follows: "Furthermore, the ability of the school district to command a higher price in a land sale should not be a consideration." The second statement concerning BAETA (KQED) property located at the northwest corner of Second and Harrison Streets, read as follows: "Although rock conditions prevent extensive excavation on this site, an 80-foot height should be sufficient for marketing and development of the property."

The Director remarked that while it might have been preferable to have left the comments out of the report, he had already made a public presentation of the report; and, he did not feel that he could retract the statements at this point. He indicated, however, that the Commission need not endorse those statements since the report itself would not be placed before the Commission for adoption. The Commission would be asked to act only on the specific recommendations contained in the report.

Commissioner Fleishhacker stated that he, also, was greatly impressed by the staff report. He felt that the recommendations of the staff, in contrast to Proposition "P", represented a constructive program of height limitation for the City. He observed that the revised recommendations of the staff which responded to neighborhood requests for 40-foot height limit districts would not appear to differ greatly from the height limitations proposed by Proposition "P"; however,

the differences which did exist represented the difference between a professional and thorough job of planning and a simplistic and disastrous approach to the problem.

Commissioner Ritchie agreed with Commissioner Fleishhacker, noting that under the revised staff proposals a large percentage of the City would be subject to a 40-foot height limit. He asked if the Director could estimate the amount of real property in the City which would be subject to a 40-foot height limit under the revised proposals. The Director replied that approximately 95% of the residential property of the City would be subject to a 40-foot height limitation if the proposals of the staff of the Department of City Planning were to be adopted. He also noted that while some properties in Downtown San Francisco would have a height limit considerably higher than that which would be allowed by Proposition "P", other areas of the City which were to be designated as Open Space would have a considerably lower height limit than would be imposed by Proposition "P".

Commissioner Ritchie felt that the additional 75 acres of open space which the Army had agreed to in the Presidio represented a major accomplishment on the part of the staff.

Commissioner Mellon felt that the staff of the Department of City Planning had done an excellent job; and he reflected on the fact that their recommendations were generally responsive to the wishes of the community. He also remarked that the proposals of the staff of the Department of City Planning, in contrast to Proposition "P", would give property owners, investors and residents some idea of what type of development would be allowed on their property; and he felt that it was extremely important for people to have that knowledge before investing in property.

President Newman felt that the responsiveness of the staff report to the wishes of the neighborhoods was particularly reassuring; and he felt that the neighborhoods could have confidence that the staff and the Commission would be responsive to their wishes in the future.

The meeting was adjourned at 4:25 P.M. to the following hearing dates:

1. Tuesday, June 13, at 7:30 p.m. in Nourse Auditorium, 275 Hayes Street, for hearing of public comments on the changes now recommended by the staff for these height and bulk proposals; and
2. Thursday, June 22, at 7:30 p.m. in the Roosevelt Junior High School Auditorium, 460 Arguello Boulevard, for a hearing to consider height limits lower than 105 feet, and as low as 40 feet, for all property not previously proposed to be limited to 40 feet or Open Space in the area bounded by Washington, Steiner and Union Streets and the rear property lines of properties fronting on the west side of Van Ness Avenue, and to give further consideration to the limits proposed for the area bounded by Pine, Steiner and Washington Streets and the rear property lines of properties fronting on the west side of Van Ness Avenue.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, May 18, 1972.

The City Planning Commission met pursuant to notice on Thursday, May 18, 1972, at 1:00 P.M. at 100 Larkin Street.

PRESENT: Walter S. Newman, President; Mrs. Charles B. Porter, Vice-President, James J. Finn, Mortimer Fleishhacker, Thomas J. Mellon, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: None

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Dean L. Macris, Assistant Director - Plans and Programs; Robert Passmore, Planner V (Zoning); James Paul, Planner III - Housing Specialist; Emily Hill, Planner II; Moira So, Planner I; and Lynn E. Pio, Secretary.

1:00 P.M. - Field Trip

Members of the Commission and staff departed from 100 Larkin Street at 1:00 p.m. to take a field trip to properties which will be considered during the Zoning Hearing scheduled for June 1, 1972.

2:15 P.M. - Room 282, City Hall

APPROVAL OF MINUTES

The Secretary distributed a draft of an amendment which he had prepared for the minutes of April 20. After discussion it was moved by Commissioner Ritchie, seconded by Commissioner Porter, and carried unanimously that the minutes of the meetings of April 6 and 26, 1972, be approved as submitted, and that the minutes of the meeting of April 20, 1972 be approved as amended.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, reminded the Plan Implementation Committee (Commissioners Finn, Fleishhacker, Porter) of a meeting scheduled for next Wednesday afternoon, May 24, at 3:30 p.m.

The Director recommended the adoption of a draft resolution which he had prepared to authorize him to request a supplemental appropriation in the amount of \$1,404 for the 1972-73 fiscal year to effect the reclassification of one 5294 Planner IV (Zoning) position in the Department of City Planning to 5297 Planner V (Zoning). He stated that the reclassification had been approved by the Civil Service Commission on May 1, 1972. After discussion, it was moved by Commissioner Porter, seconded by Commissioner Ritchie, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6842.

President Newman called attention to a letter which had been received from Jean-Anthony DuLac objecting to the fact that the Commission had taken a position in opposition to Proposition "P" and requesting that the Commission reverse its position. The Commission indicated that it did not wish to take any action on the request.

President Newman then called on Dorothy Shinder who had requested two minutes of the Commission's time to make a statement. Miss Shinder objected to the fact that notices of the public hearings on the staff's City-wide height and bulk proposals had been sent only to property owners and not to long-term renters or "homesteaders". Commissioner Porter commented that she had been a member of the City Planning Commission for a number of years; and she indicated that she had never known the Commission to refuse to hear what anyone, whether property owner or renter, has had to say at public hearings.

CONSIDERATION OF A PRELIMINARY PLAN FOR THE PROPOSED STOCKTON-SACRAMENTO REDEVELOPMENT PROJECT AREA.

(UNDER ADVISEMENT FROM THE MEETING OF APRIL 20, 1972)

Allan B. Jacobs, Director of Planning, reported on this matter as follows:

"Section 33322 of the California State Community Redevelopment Law states that the City Planning Commission shall be responsible for the formulation of a preliminary plan for designated redevelopment project areas. In compliance with that law, the Commission has before it today consideration of a preliminary plan for the Stockton-Sacramento Redevelopment Project. As you know, several official steps have already been taken with regard to this project, and for the Commission's benefit I would like to briefly review them for you.

"1. On February 24th of this year, the Commission adopted a resolution in response to requests from the Chinatown community asking the Board of Supervisors to designate the Stockton-Sacramento site as a redevelopment survey area;

"2. In response to the Commission's and the community's requests, the Board of Supervisors on March 20, 1972 adopted a resolution officially designating the site as a survey area;

"3. On April 27, 1972, the City Planning Commission, acting on the recommendation of its staff and pursuant to State Law, formally selected and established the Stockton-Sacramento site as a Redevelopment Project Area;

"4. After the Project Area was officially established, the San Francisco Redevelopment Agency began and is currently in the process of preparing an application to the U.S. Department of Housing and Urban Development for Federal funding. This application is expected to be sent to the Board of Supervisors for approval by June 1st.

the first time in the history of the world, the *whole* of the human race, in all its parts, has been gathered together in one place, and that is the city of New York.

It is a remarkable fact that the *whole* of the human race, in all its parts, has been gathered together in one place, and that is the city of New York. The reason for this is that the city of New York is the *whole* of the human race, in all its parts, gathered together in one place. The reason for this is that the city of New York is the *whole* of the human race, in all its parts, gathered together in one place.

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"In addition to these steps, the staff of the Department of City Planning, in cooperation with the Redevelopment Agency and members of the Chinatown community, have been working since the time that the site was designated as a survey area on the preparation of a preliminary plan for the project. As you will recall, this matter was brought before you on April 20, 1972. At that time, the Commission raised several questions concerning the proposed density and design criteria for the project, and the controls the Commission would have over future development. In response to the Commission's request, the staff has made certain changes to the preliminary plan which we believe reflect the Commission's concerns, and we are therefore requesting official action on the plan at this meeting.

"Before going into some of the specifics of the plan, I would like to emphasize to both the members of the Commission and to interested people in the audience that the matter before this body today is not whether there should be a redevelopment project at this site. That decision has already been made in part by the Board of Supervisors and will be finally decided by the Federal government. The issue before the Commission is rather what should be the proper development guidelines for the project and does the proposed preliminary plan reflect those guidelines.

"The Preliminary Plan

"The preliminary plan is a general statement of land uses, layout of principal streets, and building intensities and other standards proposed as a basis for the redevelopment of the project area.

"Land Uses

"The land use proposed for the site is predominantly residential for moderate- and low-income families and the elderly. In addition, the plan calls for a certain amount of commercial space, community facilities and open space.

"Layout of Principal Streets

"Under the Plan, the existing major street pattern is retained. This includes maintaining the present capacity for vehicular and pedestrian access of Stockton, Sacramento and Joice Streets. Emmet Place might be vacated and included as a part of the site development.

"Private Development Not Precluded

"Action by the Commission on the preliminary plan does not preclude private development on the site. There is no legal hold on the properties involved until there is an officially adopted Redevelopment Plan. Such a Plan must be approved by the Redevelopment Agency

Board, the City Planning Commission and the Board of Supervisors. Until that time, any private interest that can meet the legal requirements for this site may do so without being bound by the preliminary plan.

"Occupancy

1. Federal and State laws require that this housing be open to all eligible applicants;
2. Persons displaced by public action and existing residents on the site have priority for any new housing, providing they meet the required income guidelines;
3. It is likely that the majority of residents for this project will be Chinese because of:
 - a. The number of Chinese persons on the waiting list for low-income housing;
 - b. The number of Chinese persons expected to be displaced as a result of Code Enforcement in Chinatown;
 - c. The location of the project, its proximity to the core of Chinatown; and
 - d. The acceptance in the Chinatown community of the concept of providing low- and moderate-income housing for those who need it.

"Views and Private Development

"Redevelopment action on this site is more likely to optimize and retain existing views than would private development. The Preliminary Plan calls for one-half the density allowable under existing zoning. The zoning allows a floor area ratio of 10:1, a maximum of 404 units (if they are all studios), and as many as 404 parking spaces for cars. Under the preliminary plan proposal, there will be a floor area ratio of 8:1, a maximum of 200 units (50% of the potential), and only 120 required parking spaces.

"In addition, to meet the maximum allowable density, market housing would undoubtedly require two residential towers rather than one as proposed by the plan, thereby creating more view problems.

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19. *On the History of the English People* (1857)

"Population Densities

"The density permitted on the site would be approximately 150 to 200 units for households of moderate and low income. This density has been reduced from the 210 units previously recommended by the staff and is far less than the 300 units permitted on the site under the existing R-5 zoning. The Plan also states that not less than 20 percent of the units should have three or more bedrooms for family accommodations with the remaining units for small families, the elderly, and singles.

"Building Intensities, Open Space and Other Standards

"The proposed preliminary plan requires that any buildings on the site conform to adopted urban design standards concerning height and bulk (160-foot height and maximum plan dimension of 110' and diagonal dimension of 140' for portions of the structure above 80").

"Under the plan, a major amount of private and publicly accessible open space would be provided. This would range from 35 to 49 percent of the site.

"Other guidelines have been included in the plan to optimize and retain views, to facilitate vehicular and pedestrian access, and to design community facilities and open space to best serve the needs of residents of the project and the surrounding neighborhood.

"Attainment of the Purposes of the Law

"As noted in the preliminary plan statement, the plan does meet the requirements of California Community Redevelopment Law and is in conformity with the City's Master Plan.

"Conclusion

"In response to the Commission's previous requests and questions, we have also prepared a chart outlining the Redevelopment Process which shows the specific points in time that the Commission must act on the proposed development and hence can control that development. In addition, action would be required by the Commission if a variance or P.U.D. is needed for the site. The Commission also has of course its power of discretionary review."

Commissioner Ritchie, remarking that the staff had previously shown him some sketches of the type of development which might take place on the subject site if the preliminary plan were to be approved, asked that the sketches be posted on the wall of the meeting room if they were available. The Director had the sketches put on display but emphasized that no specific plans had yet been prepared for the proposed development.

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Reverend Harry Chuck, Co-chairman of the Chinatown Coalition for Better Housing and previously Chairman of the Chinatown 701 Housing and Recreation Study, advised the Commission that the proposed development was supported overwhelmingly by the Chinatown community; and he indicated that representatives of many diverse groups, including the Chinese Six Companies and the Chinese American Citizens Alliance, had appeared before the Board of Supervisors in support of the proposal. In addition, a petition containing 2,000 signatures had been collected for submission for the Board. He stated that his own organization, the Chinatown Coalition for Better Housing, had met with the staffs of the Department of City Planning and the Redevelopment Agency to discuss the plans for the project; and he indicated that they concurred with the procedures and guidelines set forth in the proposed preliminary plan. He realized that agencies other than the City Planning Commission were concerned about housing conditions in Chinatown; however, since most of them, because of lack of time and energy, had been reticent about taking steps to improve the situation, the Chinese Community has regarded the City Planning Commission as the agency most willing to listen to its concerns. He asked for a show of hands from members of the audience who were present in support of the proposed Redevelopment Project; and most of the people in the room responded. He showed a short movie which he had prepared to illustrate the undesirable type of living conditions which are to be found in Chinatown. Alice Barkley narrated the film, explaining what was being shown.

At this point in the proceedings, Commissioner Finn arrived in the meeting room and assumed his seat at the Commission table.

Quailand Tom, representing the Greater Chinatown Community Service Association, stated that his organization had been aware of the miserable housing conditions in Chinatown for many years; and he felt that they had been instrumental in bringing about the 701 Housing and Recreation Study which had recently been completed. He stated that the members of his association felt that they could wholeheartedly support the project which was being recommended by the Director of Planning, financially as well as otherwise. He stated that some of the members of his association had been angered by the Commission's previous refusal to approve the project; and he hoped that the Commission would now be prepared to take an action, which, from the point of view of the Chinatown Community, could be considered just. He acknowledged that approval of the proposed project would constitute only a small step towards a solution of Chinatown's housing problems; however, he was hopeful that the Commission would approve the development to give tangible evidence to the fact that it does have compassion for the residents of Chinatown and their problems. President Newman emphasized that the Commission had not voted to disapprove the project at its previous meeting; rather, the Commission had asked that the question be referred back to the staff of the Department of City Planning with a request that further information be provided regarding the density of the proposed development. Since that date, the City Planning Commission had acted to designate the boundaries of the Redevelopment Project Area; and the staff of the Department of City Planning had reduced the density of the proposed development. He stated that the members of the Commission were just as enthusiastic about the proposed development as the residents of Chinatown; and they had not meant for their previous action to be interpreted as a disapproval of the project.

Mr. Tom stated that residents of Chinatown, if given a choice between density and living space, would opt for additional living space any time. He recognized, however, that the Commission has to determine what is best for the City as a whole; and, as a result, its value standards are understandably different from those of the Chinese community.

Elizabeth Bruenn, representing Self-Help for the Elderly, stated that her organization works with 5,000 senior citizens in the Chinatown-Northbeach area; and she indicated that more than 50 of the senior citizens were present in the meeting room in support of the proposed development. She stated that the senior citizens are aware of the importance of having a warm bed in comfortable quarters without being cramed in like sardines; and, in view of the fact that the United States Government spends billions of dollars annually outside of the country, they could not understand why adequate housing cannot be provided in San Francisco.

Charles Yue, a methodist minister in Chinatown, represented the Newcomers Center. He stated that many of the Chinese immigrants have large families; and, since it is almost impossible for them to obtain adequate housing in Chinatown, they are usually forced to accept sub-standard housing originally intended for smaller families or even to rent two or three single rooms. In view of that problem, he hoped that not less than 20% of the proposed development would consist of dwelling units designed for families and consisting of three or four rooms. Subject to that condition, he urged that the plan be approved.

Reverend Chuck then introduced a number of other individuals who were present in the audience to represent organizations in Chinatown which had given their support to the proposed development.

Edward Philip Eichler, represented the Klingbeil Company, owner of a parcel of property at 840 Powell Street which extends through to Joice Street. He stated that he was not opposed to the construction of low-income housing for Chinese on the subject site; however he did object to certain of the guidelines which were contained in the preliminary plan which had been drafted by the staff of the Department of City Planning. He stated that his firm had recently purchased the property at 840 Powell Street with the intention of converting it into a condominium. While they had been aware that a redevelopment project was being proposed for other property in the block, they had believed that the cost of steel frame construction, in addition to the difficult topography of the property in question, would render development to R-5 standards unlikely. He felt that the procedures which were being followed might have the effect of providing a subsidy to the present owners of the property. He stated that a member of the staff of the Department of City Planning, when questioned about the value of the property, had responded that he did not have that information; and he had been appalled by that answer. However, he had heard rumors about the cost of the land; and the figure mentioned was considerably in excess of his own estimate of the real value of the land based on its present zoning. He did not feel that the government should subsidize any increase of land value. To his knowledge, no consideration had been given to the possibility of a low-rise development on the subject property; and he remarked that the highrise development

being proposed, involving the use of steel and concrete, would be the most expensive to construct. If a highrise building were to be proposed for the site, it would probably increase the value of the property; and, if the value of the property were to be increased, the likelihood of a highrise building being constructed would be greater. Consequently, he felt that the proposed preliminary plan would actually increase the value of the property and, in turn, would increase the chances of a highrise development being constructed on the site.

Commissioner Ritchie asked Mr. Eichler for his estimate for the real value of the property. Mr. Eichler replied that he had heard rumors that the property would be sold anywhere from \$25 to \$50 per square foot; and he did not feel that the property is that valuable. He estimated the value of the land to be from \$5.00 to \$10 per square foot.

Mr. Eichler, continuing his statement, questioned whether the proposed project, even if approved by the City Planning Commission, would actually materialize. He remarked that many projects had been approved by the Commission which had never been built because Federal funding proved to be unavailable. Under the circumstances, he felt that it would be unfortunate if people in need of housing had been given promises which could not be fulfilled. He was convinced that the cost of steel and concrete construction, in addition to other costs associated with the proposed development, would result in a project which the Federal Government would not be willing to fund; and, while a proposal was being made to off-set the cost of the housing with revenue which would be obtained from commercial development on the site, he questioned the legality of such an approach. In his opinion, the only feasible development would be a low-rise project based on a lower land cost. While the Director of Planning had stated that no specific plans were available for the proposed development, he remarked that the guidelines which were contained in the proposed preliminary plan were very specific in nature; and, if those guidelines were to be adopted by the Commission, he believed that a highrise tower would inevitably be built on the site as shown on the renderings which were posted on the wall of the meeting room.

Commissioner Ritchie, noting that Mr. Eichler estimated the real value of the subject property to be in the nature of \$5 or \$10 per square foot, remarked that industrial land in the South of Market area sells for that much money at the present time. He asked if the staff had more accurate information regarding the value of the land under consideration. The Director replied that the Redevelopment Agency may have a more accurate appraisal of the value of the land; however, in view of the fact that the Redevelopment Agency must go through a formal legal process to purchase the land, involving two independent legal appraisals, he felt that it would be inopportune for either the Redevelopment Agency or the staff of the Department of City Planning to offer an appraisal at the present time since such an appraisal might affect the Redevelopment Agency's negotiating position.

Mr. Eichler suggested that the staff of the Department of City Planning should stop saying that the proposed plans had been determined by the value of the land if it were not prepared to offer an estimate of the value of the land.

Mr. Tom advised the Commission that other properties in the vicinity had recently been sold for prices considerably in excess of \$5 or \$10 per square foot.

John Chin, representing the Chinese Six Companies, stated that Chinese people are living in dumps in Chinatown; and he felt that it was time to pay some attention to the human misery which they are experiencing. He urged the Commission to consider the value of human life and to approve the proposed preliminary plan.

Diana Jow DuLac, 1130 Haight Street, stated that she was opposed to the proposed project because of its density. While she acknowledged that the Chinese people do need additional housing, she felt that Chinatown, which already has a density greater than any other portion of the City, should not have its density increased. She remarked that the city of St. Louis had learned that density can create slums; and, as a result, a large building in one of that city's housing projects had recently been dynamited. Problems in Chinatown may be bad at the present time; but she felt that the density of the proposed project would only make matters worse. While some of the previous speakers had claimed that Chinese people like living in Chinatown, she noted that many people are fleeing the area to live in the Sunset District or even on the Peninsula. The report of a fact-finding Committee on Housing appointed by the Mayor in 1968 had advised that public housing need not be constructed in large, barrack like buildings; and it had pointed out that such housing need not be built in the central core area of Chinatown. She remarked that there is a great deal of land in the Golden Gateway Redevelopment Project Area presently being used for parking lots; and she felt that that land should be used for the construction of low- and moderate-income housing to accommodate people from Chinatown. She urged that the preliminary plan presently under consideration be disapproved and that the Redevelopment Agency be requested to provide housing in the Golden Gateway for people from Chinatown.

Stan Yee, 2174 California Street, speaking facetiously, stated that he was in opposition to the proposed redevelopment project because poor people and poverty mean nothing and property means everything, particularly to those who own it. While people in Chinatown may live in miserable conditions, he subscribed to the philosophy of "let them suffer -- they don't deserve to live any better".

William Soo Hoo, indicated that his wife and mother-in-law own one of the parcels of property which had been included within the boundaries of the proposed Redevelopment Project area. He stated that he was not opposed to the construction of low-cost housing. He remarked, however, that the Chinatown Housing and Recreation Report which had been prepared by Sedway-Cooke, consultants to the Commission, had stated that the density of Chinatown, which averages out to 192 people per acre, is too great; and, if that were the case, he questioned how construction of a development to house six hundred people on a 3/4 acre site could be justified. The report had also suggested that new housing should be created before people are displaced; yet, some of the people presently residing on the subject property would have to be displaced before the proposed project could be constructed. Because of its density, he did not believe that the proposed project would help Chinatown; and he believed that the aim of the Commission should be to help and not to hurt the

community. He noted that the Kirkland Bus Yard had been included at the top of the list of primary potential housing sites recommended in the Chinatown Housing and Recreation program; and, since the subject property was the third from the bottom of a secondary list of housing sites in that report, he wondered why it had been chosen first. He remarked that the subject properties are presently providing tax revenue to the City; and, if they were to be acquired for a Redevelopment Project, they would be taken off the tax rolls. Furthermore, he believed that the proposed development would probably be tax-free; and, as a result, the ultimate cost to the taxpayer for the proposed development would ultimately be increased. He felt that the Commission should find out whether the people in the audience who had raised their hands in support of the proposed development had been given false promises. While he believed that false promises had been made to them, he could not back up his claim. He also remarked that a representative claiming to be from the Chinese Six Companies had spoken in support of the proposal; yet, since he had been advised by telephone that that organization had not even received a copy of the Housing and Recreation Study, he questioned how they could support the proposed development. The Lee Family Association, also, had not received a copy of the report; and, if 200 copies of the report had been distributed, as was claimed by the staff of the Department of City Planning, he wondered who had received them. He observed that HUD is tightening its standards; and, as a result of new guidelines which have been adopted, it will be necessary for developers to promise an ethnic balance in order to qualify for Federal assistance. In view of those circumstances, he felt that the Commission should find out whether the people in the audience had been promised that the proposed development would be constructed and that it would house only Chinese people.

Mr. Soo Hoo stated that he was concerned about the fact that local newspapers do not run articles advising the public of matters to be considered by agencies such as the City Planning Commission. Chinese language newspapers, on the other hand, did carry some information regarding the issue presently under consideration; yet, since those papers had claimed that 70% of the people on the waiting list for public housing are Chinese, and whereas only 3.2% of the population of the City is Chinese, he questioned the accuracy of the data. He had called the housing authority and had been advised that only 607 Chinese people were included on a waiting list comprised of more than 7,000 people. In any case, he did not feel that low-cost housing should be built on some of the most expensive property in the City. Such an approach would do a dis-service to the City and would have a serious effect on its tax rolls.

Mrs. Soo Hoo stated that the property located to the north of hers is not for sale; and she advised the Commission that the owners of the property would prefer to develop it on their own.

Mr. Soo Hoo stated that the City presently enjoys an income of approximately \$2,000 per month from the subject properties.

Commissioner Fleishhacker asked Mr. Soo Hoo if he was positive that the City would not receive tax revenue from the proposed development. Mr. Soo Hoo replied that page 22 of the Chinatown Housing and Recreation Program contains the following statement: "By contrast, many factors, including property tax exemptions for non-

profit sponsors, special allowances in the city's R-5 zone and allowable reductions in required parking, all favor housing for the elderly".

Mrs. Mortimer Smith, a resident of the area, stated that Stockton Street is 18 feet wider than Sacramento Street; and she pointed out that Sacramento Street is a one-way street which is used to funnel commuter traffic from downtown. Joice Street, in the subject block, has a width of only 18 feet. Given that street layout, she wondered how automobiles would get into and out of the garage which would be constructed to serve the proposed development. She believed that Joice Street would not be wide enough to serve the garage entrance; and traffic on Stockton Street moves too fast. She also remarked that there is a severe shortage of on-street parking in the area at the present time; and, as a result, she had experienced difficulty in getting servicemen to come to her home because they could find no place to park. She wondered where the service people who would be coming to the proposed development would park their vehicles.

Charles Fay, President of the Nob Hill Association, stated that the members of his organization had taken no position regarding the proposed development; however, they hoped to have an opportunity to look at the proposal from all standpoints before the matter is transmitted to the Redevelopment Agency.

William Carlton Hunter, attorney for the owners of properties located at 731 to 733 Stockton Street and 128 to 132 Joice Street, stated that his clients had not received notice of hearings on the proposed development until the preceding week; and, even then, the notices had been sent to a deceased person and not the current owners of the properties, in spite of the fact that their names are recorded in the Recorder's Office and on the Assessor's rolls. He regarded the proposed project as "spot redevelopment" rather than comprehensive redevelopment since it would involve a parcel of property less than one acre in size; and, since the property is prime Nob Hill real estate, he felt that private development of the property in the Nob Hill manner would be more economical and more sound. Previous speakers had discussed the value of the subject property; and he indicated that his experience in the area, handling negotiations for private developers, had indicated that properties in the subject neighborhood are valued at upwards of \$50 per square foot. Given the value of the subject property, he believed that it should not be used for a redevelopment project; and he suggested that the proposed development might be better located on the westside of Stockton Street somewhere between Sacramento Street and Broadway. He remarked that an extremely dense development was being proposed for the subject site; and he observed that developments with such a density had not worked well in other cities and had created more problems than had originally existed. For the various reasons which he had cited, he requested that the Commission withhold action on the proposed development at the present time and that it schedule another hearing on the matter after adequate notice has been given.

At this point in the proceedings, Commissioner Mellon absented himself from the meeting room for the remainder of the meeting.

Mrs. Bik Wah Din addressed the Commission in Cantonese and requested that her comments be translated by Mrs. Moira So of the staff of the Department of City Planning. She stated that she had come to the United States as an immigrant; and she was grateful for the assistance which she had received from the Government. However, she observed that housing conditions in Chinatown are very bad; and she emphasized that immigrants find it difficult to move outside of Chinatown since they cannot speak English. While some of the individuals who had spoken in opposition to the proposed development had suggested that the Chinese-speaking members of the audience might have come to the meeting with mis-apprehensions, she assured the Commission that she had come voluntarily. She felt that the Commission should realize the problems being faced by elderly people and families in Chinatown; and, even though she might not have an opportunity to move into the proposed development, she hoped that it would be constructed so that other people would have an opportunity to obtain decent housing in the future.

Mrs. Soo Hoo stated that many of the elderly ladies in the audience were expecting to live in the proposed development; and she wondered what guarantee the Commission could give that they would have a chance to realize that objective. She had been advised by HUD that no project can be advanced if it is intended to serve one ethnic group in particular; and, as a result, she did not feel that any assurance could be given to the elderly Chinese ladies in the audience that they would be able to live in the proposed project. She believed that they were being misled just as she had been misled in anticipating the Chinese Cultural Center which had turned out to be only a motel.

Alice Barkley, representing herself, addressed the Commission in Chinese and translated her remarks into English. She stated that her emotions were varied, being somewhat "uptight, very happy, and very sad, all at the same time". She was happy about the participation of the community in the proposed project, happy about the fact that so many people had come to the present hearing in support of the proposal, and happy about the fact that the Commission had conducted the hearing bilingually. She advised the Commission that it was the first time that a broad based community group had gotten together in Chinatown to achieve a goal; and she indicated that the Housing Coalition had been holding meetings monthly or bi-monthly since January. Furthermore, she emphasized that the Housing Coalition had made it clear to people in need of housing that they might not stand a chance of getting into the proposed development. As a result, she had been extremely upset by the "down right lies" which had been stated by people who had spoken in opposition to the project in an attempt to play on the emotion of fear. With regard to the issue of the Housing Authority's waiting list, she acknowledged that Chinese language newspapers often do not report facts; and she indicated that the Housing Coalition had experienced that problem with those newspapers, also. She stated that it is true that the Housing Authority has only slightly more than 600 Chinese people on its list of individuals who have been certified as eligible for public housing; however, she indicated that the Housing Authority also has many applications on file which have not yet been certified as eligible for public housing; and, since the housing authority has not offered an accounting of those applications, she did not know how many Chinese people might be involved. Another person who had spoken in opposition

to the project had referred to the proposal as "spot redevelopment"; but she felt that "neighborhood development program" would be a preferable term. She remarked that HUD is no longer funding large housing projects; rather, it is encouraging housing projects to be constructed in scale with the neighborhoods in which they are to be located. If the proposed development were to be disapproved by the Commission, more would be at stake than just housing. For the first time, non-English speaking citizens of Chinatown had participated in the democratic process in which this country takes great pride; and if, this application were to be disapproved, it would be very difficult for those people to respect Democracy as a way of life.

Manuel Lopez, representing the International Hotel Finance Committee, stated that living conditions for poor people are very bad in Chinatown; and he indicated that his group supported the type of low-cost housing which was being proposed. He stated that the residents of the International Hotel are about to be evicted; and he hoped that the low-cost housing would be available for them, as well as for poor people from Chinatown.

Mr. Leung, addressed the Commission in Chinese and requested that his comments be translated by Mrs. So. He stated that Chinatown, as a tourist attraction, has brought prosperity to the City. Yet, at the same time, it has a higher density than any other area of the City; and many of its people, who cannot move elsewhere because of the language barrier, are forced to live in small and undesirable dwelling units. He urged that the proposed development be approved.

Mrs. Huie, representing Self-Help for the Elderly, stated that while many members of her organization were present in the audience, many others had not been able to come to the meeting. Yet, they had read the proposed preliminary plan in a Chinese translation and had been happy about the type of project which is being proposed. While some of the previous speakers had suggested that new housing should be constructed in the Richmond District rather than on the subject site, it would be difficult for people from Chinatown to move out of the area because of language problems. She stated that many of the elderly ladies in the audience had already moved into public housing; however, they had come to the meeting because they wished to support the construction of better housing for other people. She felt that the subject site, which is located in the core area of Chinatown, would be very appropriate for housing; and she was pleased that open spaces and recreational facilities would be provided for children so that they would not have to play in the streets. She urged that the preliminary plan be approved.

Mr. Lee Sun Woo, spoke in Chinese and asked that his comments be translated by Mrs. So. He urged the Commission to approve the proposed preliminary plan so that it would be possible to proceed with construction of housing for low-income families and elderly people on the subject site. He stated that the Chinese people have contributed to the prosperity and wealth of the country; and, as a result, they should deserve their share of Federal assistance. He stated that Chinatown has many elderly people who live on pensions and who are in need of low-cost housing; and he felt that low-cost housing could be constructed on the subject site at the earliest possible date.

Sister Janet Kimball, a member of the staff of Lone Mountain College, hoped that the Commission, in reaching its decision on the proposed project, would respect the rights of people with small voices and give them priority over property rights.

Linda Wang, Co-chairman of the Chinatown Coalition for Better Housing, expressed her appreciation to those who were in favor of the proposed development as well as those who were opposed to it for coming to the meeting. She felt that the individuals who had spoken in opposition to the project has expressed some very valid concerns; and she hoped that they would accept her invitation to work with her organization in the future. She remarked that the 701 Housing and Recreation Study of Chinatown had indicated that there is a need for 4200 new dwelling units in Chinatown; and, since the proposed development, on which several months of work had already been spent, could provide only 200 dwelling units, it would only be a small step along the way towards meeting the needs of the community. She wished to register her disgust at some of the property owners who had questioned the legitimacy of some of the speakers who had spoken in support of the project; and she criticized them for spreading rumors in the community to the effect that something was afoot and that the Presbyterians were trying to take over the development. She felt that those people had put poison in the minds of people in Chinatown. If they had evidence for their claims, she felt that they should make it available to the Commission and the public. She emphasized that the need for 4200 new dwelling units in Chinatown had been well documented in the study which had been made by Sedway-Cooke. She indicated that she would not support construction of another ghetto in Chinatown; however, she had faith in the ability of the staff of the Department of City Planning to distinguish between good and bad density. She stated that the members of her organization want quality housing for Chinatown; and they want it fast.

President Newman expressed the Commission's appreciation to Mrs. So for translating English comments into Chinese and Chinese into English throughout the course of the meeting. He also expressed appreciation to all of the members of the audience, both opponents and proponents, for attending the meeting and participating in the democratic process. At his request, his comments were translated into Chinese by another member of the audience.

Allan B. Jacobs, Director of Planning, stated that the position of the staff with regard to the proposed preliminary plan remained the same as it had been at the beginning of the meeting; however, he wished to comment on some of the statements which had been made by members of the audience. While Mr. Eichler had stated that he was neither for nor against the proposed project, it was apparent that he was, in fact, opposed to it; and it was obvious that the reason for his opposition was that he wished to protect the views from the adjacent building which he owns. Mr. Eichler had also requested more information and details regarding the proposed project; yet, since only the preliminary plan was before the Commission, it seemed that Mr. Eichler "wished to diaper the baby before it is conceived". While Miss DuLac had opposed the proposed development because of its density, the Director remarked that the density which was being recommended by the staff of the Department of City Planning was considerably lower than that which had been recommended during the meeting of April 20; and, in fact, the density being proposed would only be one half that which would be permitted by the R-5 zoning of the site. Miss DuLac

had also mentioned that an apartment building had been demolished in St. Louis because of its density; however, that building had been part of a project which had contained over 5,000 dwelling units and, as such, was totally different from the project presently under consideration. He stated that the staff of the Department of City Planning does understand the problems caused by high density; and it is aware that density problems can be solved by dispersion of people. In fact, about 20% of the Chinese people in San Francisco live in the Richmond District. Yet, at the same time, he felt that it was essential that the Commission should continue to improve housing conditions in Chinatown itself.

While Mr. Soo Hoo had stated that Chinatown has a density of 600 people per acre, he had used an average figure. As a matter of fact, many areas of Chinatown have a density much greater than 600 people per acre. In any case, only 150 to 200 dwelling units were being proposed for the subject site; and that would amount to a density of only 400 people per square acre. Mr. Soo Hoo also had stated that the proposed project would displace people; but the Director emphasized that the objective of the Commission was to provide new housing with a minimum amount of displacement. Mr. Soo Hoo had also remarked that the subject site was listed third from the bottom on a secondary list of potential housing sites. Yet, the site had been included in an "immediate action" list; and it had been selected first because the largest segment of the site is presently for sale. With regard to the possible tax free status of the development, the Director remarked that both the commercial facilities and the family units would pay taxes; however, he acknowledged that the portion of the development designed for elderly people might not be subject to property taxes. He felt that that distinction had been made clear on page 22 of the Sedway-Cooke report which had contained a longer statement than had been quoted by Mr. Soo Hoo. While Mr. Soo Hoo had questioned how the Chinese Six Companies could take a position with regard to the proposed development without receiving a copy of the Sedway-Cooke report, the Director remarked that Mr. Chin, as well as two other representatives from the Chinese Six Companies, had served on the Chinatown Citizen's Advisory Committee; and, as a result, that organization had been involved in the Planning process. Mr. Soo Hoo had also made a very serious charge to the effect that false promises had been made to residents of the Chinese Community; but the Director emphasized that the Department of City Planning had been careful from the beginning to caution the community about the fact that the Federal Government has regulations regarding racial mix in such developments; and, in addition, members of the community had been advised that the proposed project might never become a reality. The Director stated that he had learned long ago not to promise what he could not deliver. While it was true that HUD might not finance the proposed development, he nevertheless felt that the first step had to be taken; and, though many of the elderly people present in the audience might be dead when and if the proposed housing is built, he felt that their presence in the audience was a testimony to the fact that housing is badly needed in Chinatown for present as well as future generations.

Whereas Mrs. Smith had observed that parking is already a serious problem in the subject neighborhood, the Director advised the Commission that every effort would be made to solve the parking problems posed by the development as final plans for the project are being prepared; and, in any case, he felt that a better situation would result if the site were to be developed as a whole rather than if the individual parcels of property were to be developed by individual property owners. Mr. Hunter had raised a procedural objection, stating that adequate notice had not been given of the Commission's hearing on the proposed preliminary plan; however, the Director referred to a chart which was posted on the meeting room wall to show all of the various steps which would be involved before the project could become a reality and noted that approval of the preliminary plan was only the third step in the series. He believed that the legal process which must be followed would give ample opportunity to Mr. Hunter's clients to register their opinions regarding the proposed development. Mr. Fay had also requested an opportunity to review more detailed plans for the development; and the Director stated that the legal procedures which he had just mentioned would provide members of Mr. Fay's organization with that opportunity. Mr. Hunter had also referred to the proposed project as "spot redevelopment"; and the Director emphasized that the Commission had adopted a policy of pursuing small scale redevelopment projects, such as the one presently under consideration, rather than the larger projects which had been constructed in the past. Mr. Hunter had also suggested that the subject site should be used for an extension of the type of development presently existing on Nob Hill; however, the Director felt that his opinion might be altered if he were to walk through Chinatown in order to obtain a feeling for the needs of that Community. He recommended that the proposed preliminary plan be approved by the Commission.

Commissioner Porter moved that the draft resolution which had been prepared by the staff of the Department of City Planning be adopted. She stated that the public hearing which had just been held had been one of the most moving meetings of the City Planning Commission that she had ever attended. She felt that the goal of planning with the help of the community had been achieved; and that accomplishment was reflected in the fact that the hearing had been conducted on a bi-lingual basis. In conclusion, she stated that the community should feel deeply indebted to Commissioners Fleishhacker and Mellon, who, for the past year and one half, had been meeting with the Chinatown Citizens Advisory Committee which had guided the Chinatown Housing and Recreation Study.

The motion was seconded by Commissioner Fleishhacker. He believed that the Commission, through its work in Chinatown, had achieved its goal of preparing plans with the cooperation of the people who would be affected; and he hoped that the project had been as rewarding for the people of Chinatown as it had been for him. He particularly expressed his appreciation to Rev. Harry Chuck who had been Co-chairman of the Chinatown Citizens Advisory Committee.

President Newman, regarded the schematic plans which had been posted on the wall of the meeting room as indicative of the quality of the type of development which the Commission could expect on the site, consisting of family housing at ground level with private yards and adequate open space. In voting for the preliminary plan, he was confident that the plan would assure that the type of dwelling units which would be constructed would provide a good living environment.

When the question was called, the Commission voted unanimously to adopt the draft resolution as City Planning Commission Resolution No. 6843 and to approve the preliminary plan for the Stockton-Sacramento Redevelopment Project Area as recommended by the staff of the Department of City Planning.

The meeting was adjourned at 5:10 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

REFERENCES AND NOTES

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SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, June 1, 1972.

The City Planning Commission met pursuant to notice on Thursday, June 1, 1972, at 1:30 p.m. in the meeting room at 100 Larkin Street.

PRESENT: Walter S. Newman, President; Mrs. Charles B. Porter, Vice President; James J. Finn, Mortimer Fleishhacker, Thomas J. Mellon, and John Ritchie, members of the City Planning Commission.

ABSENT: Hector E. Rueda, member of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Dean L. Macris, Assistant Director - Plans and Programs; Robert Passmore; Planner V (Zoning); Samuel Jung, Planner IV; Daniel Sullivan, Planner III (Zoning); Alec Bash, Planner II; DeWayne Guyer, Planner II; Charles Forester, Planner II; Alan Lubliner, Planner II; Patricia Peterson, Planner II; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner; Ralph Craib represented the San Francisco Chronicle.

APPROVAL OF MINUTES

It was moved by Commissioner Fleishhacker, seconded by Commissioner Finn, and carried unanimously that the minutes of the meeting of May 25, 1972, be approved with amendments which had been recommended by the Secretary.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, advised the Commission that he will make a presentation of plans for the waterfront at a meeting of the Mayor's Waterfront Committee next Thursday morning.

At this point in the proceedings, Commissioner Mellon arrived in the meeting room and assumed his seat at the Commission table.

The Director again reminded the Commission that an evening public hearing has been scheduled on June 13 regarding the staff's revised height and bulk proposals. A second evening hearing will be held on June 22 to consider height limits lower than 105 feet, and as low as 40 feet, for a portion of the Pacific Heights neighborhood.

The Director distributed copies of a draft resolution which would authorize him, in conjunction with the Mayor, to submit to the U. S. Department of Housing and Urban Development (HUD) an application for funds and to accept same pursuant to HUD's invitation not to exceed the sum of \$265,344. He indicated that HUD had indicated that funds are available for the following purposes:

- a. To provide timely and continuous capacity for executive planning, decision making, and management in the fields of housing and community development through the creation of an office of community development in the Mayor's office.
- b. To research, plan and implement a comprehensive housing strategy for the city;
- c. To re-inforce the Department of City Planning's efforts in neighborhood planning and policy coordination and to make possible a close relationship between the Department and the Office of Community Development;
- d. To design a study of the impact of growth on economic development in San Francisco.

The Director stated that the City's local share would be made up primarily of in-kind personnel services with the exception of a cash allocation of \$20,000 which has already been appropriated to the Department of City Planning for a housing vacancy study.

After discussion, it was moved by Commissioner Porter, seconded by Commissioner Mellon, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6845.

At this point in the proceedings, Commissioner Ritchie arrived in the meeting room and assumed his seat at the Commission table.

R72.27 - VACATION OF MINNA STREET, SOUTHWESTERLY OF LAFAYETTE STREET.

Samuel Jung, Planner IV, reported on this matter as follows:

"Minna Street dead ends southwest of Lafayette Street in the block bounded by Mission, Eleventh, Howard, and Twelfth Streets and South Van Ness Avenue. South of Lafayette Street it is 30 feet wide and 157.5 feet long.

"The Recorder Printing and Publishing Company owns all of the abutting properties including its plant which fronts on South Van Ness Avenue. All of the properties bordering Minna Street are vacant and used for parking except for one. If the street area is vacated, it will be used as a part of the parking area. The zone is C-M.

"Minna Street is thought to be an easement street but this will have to be confirmed by a title search."

The Director recommended that the vacation of the subject portion of Minna Street be approved as in conformity with the Master Plan.

Mr. Spiegel, one of the applicants, confirmed that the subject portion of Minna Street would be used for parking if it were vacated.

Commissioner Fleishhacker observed that use of the street area would not be restricted to parking if the street were to be vacated.

After further discussion it was moved by Commissioner Mellon, seconded by Commissioner Porter, and carried unanimously that the Director be authorized to report that the vacation of Minna Street southwesterly of Lafayette Street, as shown on SUR-1572, is in conformity with the Master Plan.

R72.29 - VACATION OF A PORTION OF KEITH STREET, BETWEEN SALINAS AND JAMESTOWN AVENUES.

Samuel Jung, Planner IV, reported on this matter as follows:

"A short section of Keith Street separates a gas station which fronts on Third Street from a small triangular block containing three single-family houses; the zoning boundary between C-2 and R-1 runs down the centerline of Keith Street. Although the street is surfaced, it is not improved to City standards nor is it accepted for maintenance.

"The portion of street which is requested for vacation is a 9-foot wide strip of unimproved sidewalk area bordering a single-family house. The official sidewalk width is 15 feet but no sidewalk exists in fact. The street is an easement street.

"The South Bayshore Plan shows the entire street in this block as closed. If it is ever vacated in the future, it would probably be desirable to retain a pedestrian way.

"There is no public use for the 9-foot strip. An official 6-foot wide sidewalk will remain if the strip is vacated, and the petitioner should be required to install a sidewalk as a condition of the vacation."

The Director recommended that the proposed vacation of the subject portion of Keith Street be approved as in conformity with the Master Plan. He also recommended that the petitioner for the vacation install a sidewalk in the remaining 6-foot sidewalk area.

A representative of the applicant stated that people have dumped trash on the subject property; and, as a result, fires had occurred which had damaged the adjacent property. He felt that the 6-foot wide sidewalk which had been proposed by the Director would be too large; and he suggested that a sidewalk with a width of 4 feet would be sufficient.

After discussion, it was moved by Commissioner Porter, seconded by Commissioner Ritchie, and carried unanimously that the Director be authorized to report that the proposed vacation of a portion of Keith Street between Salinas and Jamestown Avenues, as shown on SUR-1972, is in conformity with the Master Plan. It was further recommended that the petitioner for the vacation install a sidewalk in the remaining 6-foot sidewalk area.

At 2:00 p.m., President Newman announced that the meeting was recessed. Members of the Commission then proceeded to Room 282, City Hall, and reconvened at 2:15 p.m. for hearing of the remainder of the agenda.

2:15 P.M. - ROOM 282, CITY HALL

CU71.48 - BORDEN DAIRY, 1325 POTRERO AVENUE, 1401-1477 POTRERO AVENUE 1458-1464 SAN BRUNO AVENUE; POTRERO AVENUE, EAST LINE, 98 FEET SOUTH OF 25TH STREET, A THROUGH PARCEL TO SAN BRUNO AVENUE.

REQUEST FOR A PLANNED UNIT DEVELOPMENT CONSISTING OF 310 DWELLING UNITS FOR LOW- TO MODERATE-INCOME FAMILIES AND ELDERLY PERSONS, IN LOW-RISE BUILDINGS AND INCLUDING A COMMUNITY BUILDING; IN AN R-3 DISTRICT.

(UNDER ADVISEMENT FROM MEETINGS OF DECEMBER 2, 1971, AND JANUARY 6, FEBRUARY 3, MARCH 2, APRIL 6, AND MAY 4, 1972).

The Secretary called attention to a letter which had been received from Ray L. Wilber III of Coldwell Banker and Company requesting withdrawal of the subject application without prejudice.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), recommended that the request for withdrawal of the application be approved.

After discussion it was moved by Commissioner Ritchie, seconded by Commissioner Fleishhacker, and carried unanimously that Resolution No. 6846 be adopted and that the applicant's request for withdrawal of the subject application without prejudice be approved.

ZM72.5 - FORMER MARY'S HELP HOSPITAL SITE; BROSNAH STREET, NORTH LINE, 90 FEET EAST OF GUERRERO STREET.
R-2 TO AN R-4 DISTRICT.
(POSTPONED FROM MEETING OF MAY 4, 1972).

President Newman announced that a letter had been received from David K. Gately, architect for the applicant, requesting that the subject application be withdrawn without prejudice.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), recommended that the request for withdrawal be approved.

After discussion it was moved by Commissioner Porter, seconded by Commissioner Fleishhacker, and carried unanimously that Resolution No. 6847 be adopted and that the applicant's request for withdrawal of the subject application without prejudice be approved.

CU72.20 - 1850 MCKINNON, SOUTHWEST SIDE, APPROXIMATELY 150 FEET
NORTHWEST OF PHELPS STREET.

REQUEST FOR AUTHORIZATION TO OPERATE A WHOLESALE OUTLET
FOR LATE MODEL AUTOMOBILE WRECKING IN A TOTALLY-
ENCLOSED BUILDING.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), advised the Commission that public notice for the hearing of this matter had been made incorrectly; and, as a result, the Commission could not proceed with the hearing. He stated that the matter would be rescheduled for hearing on August 3, 1972.

CU72.15 - 1) 1650 DAVIDSON AVENUE, NORTHEAST SIDE 222 FEET NORTH-
WEST OF RANKIN STREET; AND
2) SOUTHWEST SIDE OF DAVIDSON AVENUE, 350 FEET NORTHWEST
OF RANKIN STREET.

REQUEST FOR AUTHORIZATION FOR AUTOMOBILE WRECKING IN AN
OPEN YARD.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject parcels of property. One of the parcels of property is located on the northeast side of Davidson Avenue and is owned by the applicant. It has approximately 320 feet of frontage on Davidson Avenue and an area of approximately 107,160 square feet. The second parcel, located on the southwest side of Davidson Avenue, is owned by the State of California Division of Highways. It has approximately 140 feet of frontage on Davidson Avenue and 70 feet of frontage on Evans Avenue with a total area of approximately 19,600 square feet. The property owned by the applicant is used for dismantling and sale of parts from late model vehicles. A portion of the property owned by the state is used for the storage of vehicles; and the remainder of the lot is sub-leased to an automobile repair shop. The applicant had requested that the present uses of the properties be permitted to continue.

Murray Cole, the applicant, stated that he had been in the automobile wrecking business for 17 years and had conducted his business on the subject property for the last eight years. He assured the Commission that the property is sufficiently large to accommodate all of his activities within its boundaries; and he believed that he had done everything possible to fulfill the guidelines which had been established by the Commission for conditional use automobile wrecking yards. He stated that people conducting business on adjacent parcels of property had indicated their support of his proposal; and, in addition, the proposal had been approved by the Shafter Avenue Community Club.

Commissioner Ritchie remarked that the subject property is relatively isolated from other industrial properties in the area because of the channel on

the north and the Southern Pacific and Freeway rights-of-way on the west. He also noted that the applicant had recently constructed an attractive high fence around the property. He wondered, however, what portion of the property would be required for construction of the Hunters Point Freeway - Southern Crossing Interchange.

Mr. Cole replied that all of the property would be taken if the interchange were to be built. In reply to a further question raised by Commission, he estimated that the interchange might not be completed for as long as 10 years even if a decision were to be made to proceed with that project.

President Newman, noting that abandoned automobiles pose a serious problem for the City, asked if the applicant's operation would help to alleviate that problem. Mr. Cole replied that most of the abandoned automobiles are handled by the tow-car association. He indicated that he is interested in handling only late model automobiles. In reply to a further question raised by President Newman, Mr. Cole stated that the problem of abandoned automobiles would probably become worse when the automobile dismantlers are forced to move out of Butchertown.

Captain Robert McFarland, representing the Police Department, stated that no complaints of any kind had been received regarding the applicant's operation; and he stated that he was satisfied with the way the operation is being run.

The Secretary called attention to letters which had been received from N. Circosta, Jr., President of the Circosta Iron and Metal Company, Inc.; from Victor Johnson, owner of the Johnson Transfer Company; and from Harold D. Madison, President of the Shafter Avenue Community Club, all in support of the subject application.

Allan B. Jacobs, Director of Planning, recommended approval of the application subject to 11 specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After summarizing and commenting on the conditions, he recommended adoption of the draft resolution.

Mr. Cole, noting that the conditions which had been recommended by the Director would require installation of a 10-foot fence around the parcel of property which is owned by the State Division of Highways, stated that he had already tried to get permission to replace the existing 3-foot cyclone fence on the west side of the property with a solid fence; but his request had been denied. He had been advised, however, that he could obtain permission to install redwood slats in the cyclone fence.

The Director suggested that a solid fence might be constructed within the property line, or, alternatively, that 10-foot high redwood slats might be inserted in the eight-foot cyclone fence.

President Newman, noting that Condition No. 2 of the draft resolution would limit the conditional use authorization for the property on the southwest side of Davidson Avenue to the period of time that the applicant, Murray Cole, has a possessory interest in that property, asked if that condition would mean that Mr. Cole would not be able to sell his business in the future. The Director replied that Mr. Cole's successor in interest would have to seek a new conditional use authorization from the Commission for use of the State-owned property.

Commissioner Porter remarked that the conditional use authorization could be revoked by the Commission at any time in any case; and, as a result, she did not feel that the clause which had been recommended by the Director would be necessary. The Director agreed to amend the draft resolution by deletion of the reference to Mr. Cole's ownership of the property.

After further discussion it was moved by Commissioner Ritchie, seconded by Commissioner Porter, and carried unanimously that the draft resolution, as amended, be adopted as City Planning Commission Resolution No. 6848 and that the application be approved subject to the conditions which had been recommended by the Director.

At 2:40 p.m., President Newman announced a 20 minute recess. The Commission reconvened at 3:00 p.m. and proceeded with hearing of the remainder of the agenda.

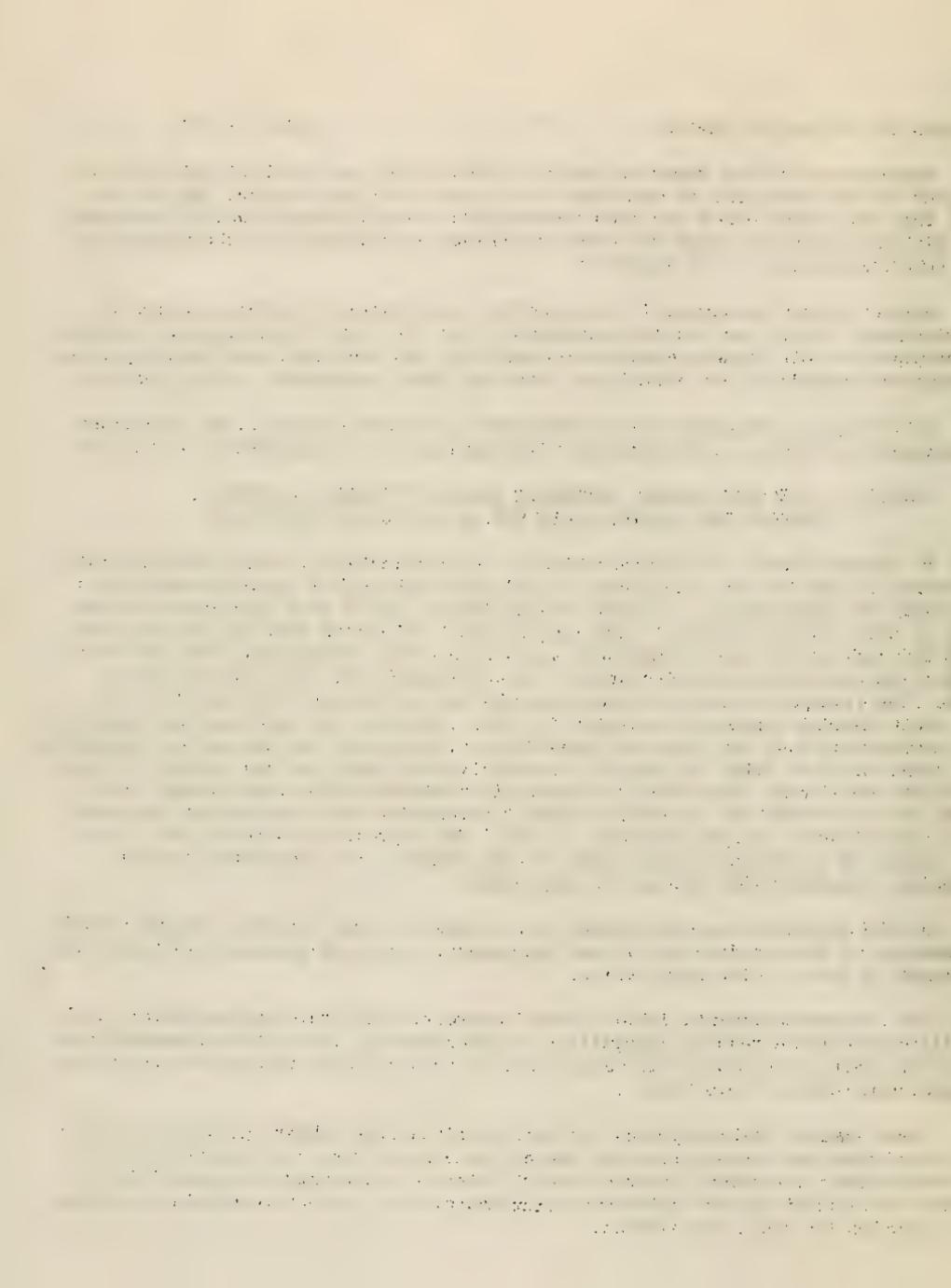
CU72.15 - 3500 ARMY STREET, NORTHWEST CORNER OF VALENCIA STREET.
REQUEST FOR AUTHORIZATION FOR AN AUTOMOBILE SALES LOT.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which has frontages of approximately 115 feet on Army Street and 46 feet on Valencia Street with an area of approximately 7,237 square feet. He stated that the lot has been used for the sale of used automobiles since late 1970. Previously, the site was used as an automobile service station. Two billboards are also located on the site. The proposed automobile sales lot had been authorized with conditions by the City Planning Commission on April 1, 1971. However, the applicant had appealed the authorization to the Board of Supervisors, contending that the use was temporary and that he had no lease but was on a monthly rental basis and was unable to comply with the conditions. The Board of Supervisors authorized the use without conditions for six months due to the applicant's contention that the use was temporary. That authorization expired November 1, 1971. The present application, which was the result of enforcement action taken by the staff of the Department of City Planning, requested that the use be legalized.

As the applicant was not present in the meeting room, President Newman called on members of the audience who wished to speak. No one was present in the audience to speak in favor of the application.

Mrs. Ricardo Sapantav, 1485 Valencia Street, was afraid that approval of the application would result in acquisition of her property. The Director assured her that the action requested of the Commission would not affect her property which is located more than a block away.

Peter Castro, the applicant, who had arrived at the hearing, stated that no one had raised any objection to his use of the subject site. He stated that the Salvation Army, the owner of the property, intends to construct a rehabilitation center on the site at some unknown future date; and he hoped to continue operating the used car lot until that time.



Commissioner Fleishhacker asked Mr. Castro if he could estimate how long he might be allowed to continue his lease of the property. Mr. Castro replied that he had no idea when the new building might be constructed; he indicated, however, that his lease with the Salvation Army has a 90-day termination clause.

President Newman, noting that Mr. Castro had previously gone to the Board of Supervisors to appeal conditions which had been established by the City Planning Commission, asked what his objection to those conditions had been. Mr. Castro replied that the Commission had required installation of landscaping and wheel blocks; and, since he had only a one-year lease at that time, he did not feel that he could afford to make such an investment in the property. He indicated that he now had a longer lease; however, he re-emphasized that it does contain a 90-day cancellation clause.

Allan B. Jacobs, Director of Planning, recommended that the application be approved subject to five specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After summarizing the conditions, which were the same as those which had previously been established by the Commission, he recommended adoption of the draft resolution.

Commissioner Porter asked if it would be possible for the applicant to satisfy the conditions now that he had a three-year lease on the property. She was aware that landscaping has become very much more expensive than it was in the past; and, to some extent, she had become disenchanted with the manner in which the landscaping requirement of the Commission had been fulfilled.

Mr. Castro stated that he would fulfill the conditions if he were forced to, but not because he wished to do so; and, if the landscaping should prove to be prohibitively expensive, he would be reluctant to pay for it, especially since the property will eventually be landscaped by the Salvation Army when their new building is constructed. With regard to the requirement for wheel blocks, he remarked that he had already installed a chain fence along the property line; and, as a result, he did not feel that the wheel blocks should be required. He stated that he had already spent approximately \$1700 to improve the property; and he felt that it looks much better than it did originally.

Commissioner Porter suggested that the Salvation Army might be prevailed upon to install the landscaping for the applicant. The Director stated that that would be a matter for the applicant and the Salvation Army to resolve between themselves.

Commissioner Mellon asked if it would be possible for the staff of the Department of City Planning to reduce the number of trees required by approximately 50 percent. The Director replied that no specific number of trees had been called for in the draft resolution; however, he assured the Commission that the staff would not be unreasonable in its requirements.

Commissioner Fleishhacker remarked that the draft resolution called for the street trees to be located at 15- to 20-foot intervals along both the Army and Valencia Street frontages of the property; and, as a result, he estimated that approximately 12 street trees would be required.

The Director recommended that the reference to 15- to 20-foot intervals be deleted from the draft resolution.

Mr. Castro then asked if the staff would change its mind about the wheel guards. Mr. Steele replied that the fence to which the applicant had referred consists of only a single strand of chain run between supporting poles; and he indicated that automobiles are still parked on the sidewalk when the chains are lowered. He felt that the requirement for the wheel guards should be retained.

After further discussion, it was moved by Commissioner Ritchie, seconded by Commissioner Porter, and carried unanimously that the draft resolution, as amended, be adopted as City Planning Commission Resolution No. 6849 and that the application be approved subject to the conditions recommended by the Director.

CU72.18 - 119 BROADWAY, SOUTHEAST CORNER OF BATTERY STREET.

REQUEST FOR AUTHORIZATION FOR A PARKING GARAGE WITH
A TOTAL OF 119 PARKING STALLS.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which has frontages of 137.5 feet on both Broadway and Battery Streets and an area of 18,906 square feet. The property is zoned C-2 and is located within an 84-foot Special Height District and within the Washington-Broadway Special Use District No. 2. The property is presently occupied by a two- and three-story building used as a warehouse and as office space for decorators. The applicant proposed to construct a two-floor parking garage with 119 off-street parking spaces. The structure would provide a parking deck at grade and a sub-surface garage within the existing basement walls. Because the property is located within the Washington-Broadway Special Use District, installation of a parking lot or a storage garage would require conditional use approval by the Commission.

Allen Thompson, representing the applicant's architect, stated that it was his opinion that the property is ideally located for the use being proposed since it is located on the periphery of a densely developed area and since it has easy access to major thoroughfares. He noted that the Northern Waterfront Plan had recommended that parking be provided on property located across the street from the subject site; however, that property is less accessible for vehicular traffic than the property owned by his clients.

Commissioner Ritchie remarked that the subject building appears to have been built in the 1850's or 1860's; and, as one of the oldest buildings in San Francisco, he wondered if it has any historic importance. Mr. Thompson replied that he was not aware that the building has any historic significance. In any case, because of the condition of the building, he doubted that it could be used safely.

No one was present in the audience to speak in favor of the application.

Stewart Bloom, representing the San Francisco Opposition, pointed out that Policy Two of the General Objectives and Policies of the Plan for Transportation specifies that priorities should be given to public transit as the means of meeting San Francisco's transportation needs particularly those of commuters; and he felt that approval of a commuter-oriented parking lot with 119 parking spaces would be in conflict with that policy. Instead of discouraging commuters from driving into the City, the parking lot would only encourage 119 more commuters to drive their own automobiles.

Allan B. Jacobs, Director of Planning, remarked that use of the subject site for a parking lot would serve to preserve Jackson Square which has a parking shortage because of the conversion of historically and architecturally significant buildings to office uses. He believed that the proposed garage would be used by the tenants of those offices, as well as the general public; and he did not feel that it would produce any detrimental effect upon the surrounding area. He recommended that the application be approved subject to five specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After summarizing the conditions, he recommended adoption of the draft resolution.

Mr. Thompson stated that the conditions which had been recommended by the Director were acceptable.

Commissioner Ritchie emphasized that the subject building is one of the oldest remaining buildings in San Francisco. He stated that it has arches around most of its exterior; and he noted that it is located next to and opposite buildings which have been beautifully remodeled. Given the age and potential character of the building, he felt that it was extremely regrettable that the owner of the property had not made an effort to restore it in a manner compatible with other buildings in Jackson Square. Although he knew nothing of the history of the building, he felt that the loss of the building itself merely to make way for a parking lot would be unfortunate for San Francisco; and, therefore, he intended to vote against the application.

Commissioner Fleishhacker asked if it would be possible to remodel the building for use as a garage. Mr. Thompson replied that everything is possible; however, such a project would probably be extremely costly. He agreed with Commissioner Ritchie that it is desirable to save old buildings whenever possible; however, he felt that construction of a garage on the subject property might make it easier to preserve the pleasant character of Jackson Square which does have parking problems.

Commissioner Ritchie observed that the interior of the building would have to be gutted if it were to be remodeled for use as a parking garage; and that was not what he had had in mind in suggesting that the building should be remodeled. While he did not believe that every old building should be preserved, he noted that the subject property is located in an area in which older buildings predominate; and he felt that the owner of the property had been remiss in not taking advantage of the potential offered by his building.

Commissioner Porter asked if the subject property is located within the area proposed to be designated as an historic district. The Director replied in the negative.

Commissioner Porter asked the applicant's representative if he had meant to infer that the continued success of Jackson Square might depend upon additional parking being provided in the area. Mr. Thompson believed that that would be one of the requirements for the continued success of Jackson Square.

Commissioner Fleishhacker moved that the application be approved subject to the conditions which had been recommended by the Director. While he was sympathetic to the position being taken by Commissioner Ritchie, he felt that that approach would probably not be practical at this point in time; and he indicated that he was aware that a number of tenants have moved out of Jackson Square because of the lack of off-street parking spaces in the area.

The motion was seconded by Commissioner Porter.

When the question was called, the Commission voted 5-1 to adopt the draft resolution as City Planning Commission Resolution No. 6850 and to approve the application subject to the conditions contained in the draft resolution. Commissioners Finn, Fleishhacker, Mellon, Newman, and Porter voted "Aye"; Commissioner Ritchie voted "No".

CU72.19 - 500 BEACH STREET, THE BLOCK BOUNDED BY JONES, BEACH, LEAVENWORTH AND JEFFERSON STREETS.

REQUEST FOR AUTHORIZATION TO CONSTRUCT A FOUR-FLOOR PARKING GARAGE WITH A TOTAL OF 748 PARKING STALLS, REPLACING THE EASTERLY PORTION OF AN EXISTING PARKING LOT, THEREBY RESULTING IN A TOTAL OF 911 PARKING STALLS ON THIS BLOCK.

R. Spencer Steele, Assistant Director, - Implementation (Zoning Administrator) referred to land use and zoning maps to describe the subject property which is located in a C-2 District and in the Northern Waterfront Special Use District No. 2. The block is presently developed with an open parking lot which has 293 parking stalls. The proposed garage would cover the easterly portion of the site and would have 193.5-foot frontage on Jefferson and Beach Streets and 275-foot frontage on Jones Street. The garage would have four floors and would contain a total of 748 parkings spaces. Principal access and egress to the garage would be from Beach Street. The garage would also be accessible from the parking lot which has principal access from Jefferson Street.

Jack Lowe, Vice President of the Maisin Lowe and Development Corporation, represented the applicant. He remarked that the Transportation Plan had indicated that the subject site would be an appropriate location for a parking structure.

Corwin Booth, Architect for the applicant, displayed and described a rendering of the proposed facility. He stated that the proposed structure would occupy

only one-half of the block; and he indicated that plant materials would be used as much as possible to soften the effect of the building both at ground level and above.

Commissioner Ritchie asked about the height of the proposed building and whether it would be illuminated at night. Mr. Booth replied that the height of the building would be 40 feet and that lighting would be provided at ground level and within the building; and he indicated that some of the light would show through the concrete slats of which the building would be constructed.

Commissioner Porter asked if the building would have a color compatible with that of the Cannery which is located across the street. Mr. Booth replied in the affirmative.

Richard Coe agreed that a parking garage is needed in the subject neighborhood; however, he was concerned about the aesthetics of the proposed structure. He had understood that the applicant had been approached by the City with an offer to construct a subterranean garage on the site; and he felt that such a structure would be preferable to the one now being proposed. He also noted that automobiles would be parked on top of the proposed 40-foot structure; and, as a result, he believed that the building would have an apparent height in excess of 40 feet. If automobiles were to be parked on the roof, he felt that the height of the building should be limited to three stories. Mr. Steele stated that the plans which had been submitted for the structure were in conformity with the City Planning Code.

Commissioner Porter asked if there were any truth in the rumor that the City had sought the right to construct a subterranean garage on the property. She also questioned whether any subterranean development could be constructed so near the water.

The Director stated that he had no knowledge of any City offer to acquire the property. While various proposals had been made for a non-profit garage in the neighborhood, none of the individuals promoting that development had owned the subject property. He assumed that it would be feasible to construct a subterranean structure below the waterline if someone were willing to pay the cost; however, he emphasized that the plans which were being considered by the Commission did not call for such a structure.

Stewart Bloom, representing the San Francisco Opposition, stated that he had often heard architectural renderings referred to as "seduction scenes"; and, after seeing renderings of the proposed building, he could see how that phrase might have originated. He stated that streets in the area are already heavily congested with only the present 293 parking spaces on the subject block; and he felt that construction of the proposed garage would increase traffic on all four adjacent streets. He noted that Objective Two, Policy Two of the City-Wide Parking Plan suggests that parking garages should be located at the edges of shopping centers and near major entertainment, recreation and institutional facilities; and both Golden Gate Park and Fisherman's Wharf were cited as examples of areas in which

that policy should apply. He believed that construction of the proposed garage would make the area less pleasant; and he urged that the subject application be disapproved.

The Director emphasized that the Northern Waterfront Plan had proposed construction of a parking facility on the subject site. He also believed that the garage is located near the periphery of the area; and he emphasized that the Commission had disapproved the proposed Victorian garage because it did not meet that criteria. He recommended that the application be approved subject to eight specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After reviewing the conditions, he recommended adoption of the draft resolution.

Mr. Lowe indicated that the conditions stated in the draft resolution were acceptable. However, he recalled having heard the Director say that no ingress to the garage would be allowed from Leavenworth Street. He stated that automobiles would continue to enter the open parking lot from Leavenworth Street; and, if they were not allowed to have access to the garage from the same entry, they would have to continue around the block, thus causing more traffic congestion on Jefferson Street.

The Director stated that entry to the garage from Leavenworth Street had not been shown on the plans which had been submitted; and he indicated that he would prefer to preserve and enhance Leavenworth Street as a pedestrian street. However, he would be willing to give further consideration to that matter when final plans are submitted for review.

After further discussion Commissioner Mellon moved that the draft resolution be adopted subject to the understanding that the staff would give further consideration to the applicant's desire to have access to the proposed garage from Leavenworth Street. The motion was seconded by Commissioner Porter. She indicated that she was confident that the owner of the property, who had developed the Cannery, would make sure that the building would be compatible with the area.

When the question was called, the Commission voted unanimously to adopt the draft resolution as City Planning Commission Resolution No. 6851 and to approve the application subject to the conditions contained in the draft resolution.

CU72.22 - BLOCK BOUNDED BY GRANT AVENUE, THE EMBARCADERO AND NORTH POINT STREET.
AUTHORIZATION FOR A THREE-STORY, 100,000 SQUARE FOOT OFFICE BUILDING NOT DIRECTLY RELATED TO THE CONDUCT OF WATER-BORNE COMMERCE OR NAVIGATION. A PARTIALLY-DEPRESSED PARKING GARAGE WILL PROVIDE A TOTAL OF 86 OFF-STREET PARKING SPACES, A REDUCTION OF 114 SPACES FROM THE 200 REQUIRED FOR A BUSINESS OFFICE.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which is a triangular parcel with frontages of 241.875 feet, 402 feet and 321.208 feet and with a total area of approximately 45,000 square feet. It is located in a C-2 District and in the Northern Waterfront Special Use District No. 1. The property, which was formerly used in part as a railroad terminal yard, is presently vacant. The applicant, acting as the agent for the Port Commission, owner of the property, proposed to construct a three-story office building with a height of 40 feet and a floor area of 100,000 square feet. He stated that office buildings are permitted as principal uses in the C-2 District; however, since the subject property is located in the Northern Waterfront Special Use District No. 1, any use not directly related to the conduct of water-borne commerce or navigation could be permitted only as a conditional use. Mr. Steele also stated that an office building with 100,000 square feet of floor area would require 200 off-street parking spaces; however, the off-street parking could be reduced by the City Planning Commission in authorizing a conditional use.

Gerson Bakar, the applicant, stated that he had developed his North Point complex with two levels of subterranean parking; and, since a significant excess of parking exists in that project, he felt that he should be allowed to use it to overcome the parking deficiency in the office building presently being proposed. He also indicated that his development at North Point had provided considerably more jobs than had been provided by the Simmons Mattress Factory which had previously occupied the property.

Don Weiler, an associate of Mr. Bakar's, confirmed that 197 of the 750 parking spaces provided at the North Point complex are not being used; and, as a result, if parking spaces were needed by any of the tenants of the proposed building, they could be provided by the North Point complex.

Mrs. Kenneth Evers represented the Telegraph Hill Dwellers. She stated that her organization felt that any non-maritime development on the Waterfront should be related to an acceptable master plan; and she did not feel that the project presently being proposed met that criterion. Her organization was also strongly opposed to any parking variances which would increase parking congestion on Telegraph Hill unless the applicant were able to demonstrate extreme hardship; and, as a result, they were particularly concerned about the proposed facility's deficiency of 114 parking spaces.

Allan B. Jacobs, Director of Planning, stated that he did not know what Mrs. Evers meant by an "acceptable" master plan; however, he indicated that the proposed development is in conformity with the Northern Waterfront element of the Master Plan. He did not believe that approval of the application would create any parking problem; and, in fact, he believed that provision of a greater number of parking spaces than was being proposed would be undesirable. He recommended that the application be approved subject to three specific conditions which were contained in a draft resolution which had been prepared for consideration by the Commission.

Mr. Baker indicated that the conditions contained in the draft resolution would be acceptable.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Ritchie, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6852 and that the application be approved subject to the conditions which had been recommended by the Director.

CU72.24 - THE PROPERTY KNOWN AS PLAYLAND, BOUNDED GENERALLY ON THE WEST BY THE GREAT HIGHWAY, ON THE NORTH BY SUTRO HEIGHTS PARK, ON THE SOUTH BY FULTON STREET, AND ON THE EAST BY LA PLAYA, PLUS THE EAST SIDE OF LA PLAYA BETWEEN BALBOA AND CABRILLO STREETS.

REQUEST FOR AUTHORIZATION FOR A PLANNED UNIT DEVELOPMENT CONSISTING OF: (1) A SHOPPING CENTER BETWEEN FULTON AND CABRILLO STREETS; (2) APPROXIMATELY 447 DWELLING UNITS BETWEEN CABRILLO AND BALBOA STREETS; AND (3) APPROXIMATELY 315 DWELLING UNITS NORTH OF BALBOA STREET. ALL PORTIONS OF THE PLANNED UNIT DEVELOPMENT ARE PROPOSED TO BE WITHIN THE 40-FOOT SPECIAL HEIGHT LIMIT PROVISION APPLICABLE TO THE SUBJECT SITE.

Commissioner Ritchie quoted, as follows, from a letter which he had submitted to the Commission on April 6:

"I am writing you this letter to state that I must abstain from any vote or future votes pertaining to the proposed development of Playland at the Beach by Jeremy Ets-Hokin. I have been a close friend of Mr. Ets-Hokin for many years. I have the highest regard for him and for the proposed project. I believe that it will be an asset for the City and a great improvement over what is there today.

"However, because my firm will be the exclusive agents for the commercial leasing in the project, I must abstain from voting in this connection."

Commissioner Ritchie then vacated his seat at the Commission table.

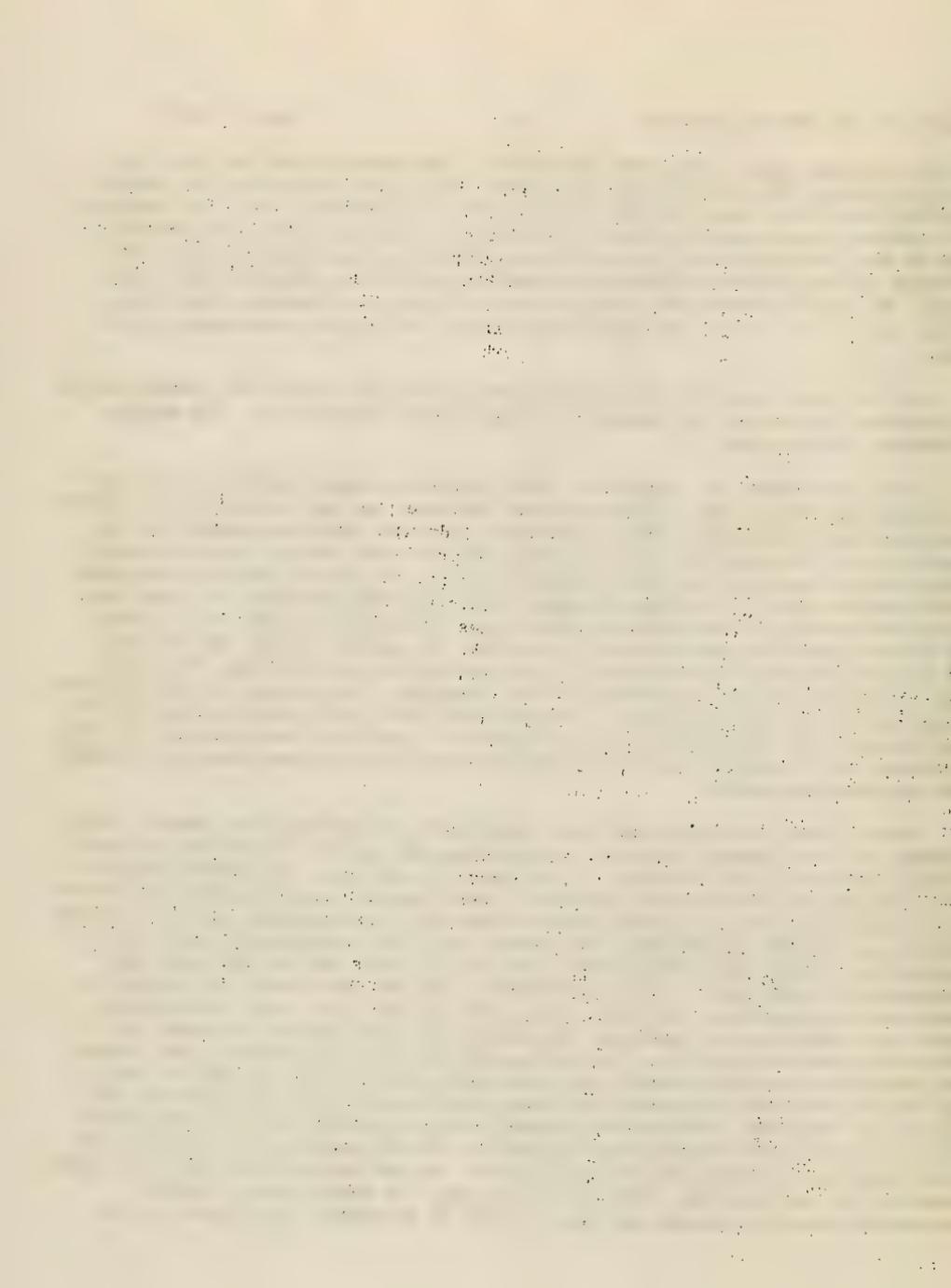
Robert Passmore, Planner V (Zoning), referred to land use and zoning maps to describe the subject property. He stated that the City Planning Code would permit the subject C-2 property to be developed to the residential density permitted a transitional use in the ~~nearest~~ residential zoning district, which is R-3; and, in view of that fact, 565 dwelling units could have been constructed on the site without special approval of the Commission. However, the applicant proposed to construct a greater number of dwelling units on the property; and, therefore, the subject conditional use application had been filed requesting that the project be granted status as a planned unit development. While original plans which had been submitted by the applicant had called for 762 or more dwelling units in addition

to the shopping center, the plans had recently been modified to call for 724 dwelling units. The conditional use approval would also be required to permit modification of the rear yard provisions of the City Planning Code. In addition, the applicant was requesting that the coverage provisions of the City Planning Code be modified on a block by block basis; however, on an overall basis, the coverage of the proposed project would conform to the City Planning Code provisions. No modifications were being sought from applicable height, from area ratio, usable open space, and off-street parking and loading provisions of the Code.

At 4:45 p.m. President Newman announced a recess to enable the Commission and the audience to move to the chambers of the Board of Supervisors. The meeting reconvened at 4:50 p.m.

Jeremy Ets-Hokin, the applicant, felt that the proposed project would help to combat the City's loss of families with children; and he believed that it would help to relieve the serious police and health problems which are caused by the present use of the property. Furthermore, the proposed project would be considerably more attractive than what presently exists. He stated that the City presently receives only \$104,000 in property taxes from the property each year; and, after construction of the proposed project, he estimated that the City's annual tax revenue would be approximately \$1 million. He stated that he and his staff had tried to the best of their ability to respond to the guidelines which had been established by the Department of City Planning. The project, as now proposed, would contain 724 dwelling units. No portion of the project would exceed the 40-foot height limit applicable to the subject site; and he did not believe that the buildings on the northern portion of the site would block views from Sutro Heights Park or from 48th Avenue.

Robert Pitts, economist and urban consultant, stated that the concept of the planned unit development, which is to encourage and support flexibility in residential design and more efficient use of land, is not new. He offered examples of other planned unit development projects in San Francisco and throughout the state to emphasize his point. He also remarked that while the average cost of a single-family home in 1970 was \$27,000, the average cost of single-family homes constructed as planned unit developments was only \$20,000; and he indicated that approximately 8,000 units were constructed in the Bay Area under the planned unit development approach in that year. Yet, although both land costs and building costs are higher in San Francisco, no planned unit developments had been constructed in the City in 1971. In addition to the economic benefits, the planned unit development approach would also allow the project to be designed in such a way that the natural features of the area would be preserved and enhanced. He stated that dwelling units in the proposed project would be designed for people with an annual income ranging from \$12,000 to \$30,000; and he indicated that the units would cost between \$20,000 and \$30,000. He emphasized that there is a great demand in the Bay Area for that type of housing. He stated that a limited partnership would be formed; and people would be allowed to buy shares in the



partnership at a cost based on the value of the unit which they would occupy. Although that approach was new, the results would be similar to condominium purchase. He stated that the shopping center being proposed would serve the 43,000 people who live in the subject neighborhood; and he indicated that the value of the owner-occupied structures in the area is similar to the proposed value of the dwelling units within the project. He also emphasized that underground parking would be provided so that automobiles would not be a physical factor in the development.

Hal Dunleavy, Housing Market Consultant, summarized a 27-page report which he had prepared for the applicant regarding the characteristics of the housing market in San Francisco. In spite of a decline in the number of people and the number of households in the City, new housing has continued to be built; and all that has been built has been absorbed, resulting in a vacancy rate of less than 100 percent in 1971. He felt the majority of households in the City consist of one, two, and three people; as a result, he felt that the number of family units which was being proposed by the applicant was quite generous. His recommendation would have been to have built only one- and two-bedroom units on the site.

George Livermore, Director of Development for the applicant, introduced the various architects who had been involved in the proposed project.

Michael Painter, landscape architect for the applicant, noted that one of his key recommendations was that La Playa Street, from Sutro Heights to Golden Gate Park, be developed as a parkway. He also recommended that the windmill in the northwest corner of Golden Gate Park be restored at the applicant's expense; and he had recommended re-routing of bus lines in the area. After describing other elements in the landscaping plan, he observed that the view from the meadow in Sutro Heights is of vital interest to everyone living in the area.

Robert Marquis, architect for the residential development on the northernmost portion of the site, displayed and described a model which he had prepared to illustrate the buildings which he had designed. He noted that view corridors were being proposed; and he indicated that those corridors had resulted in the elimination of 20 of the most desirable dwelling units which had been proposed in the original plans for the development. He stated that all of the buildings would be well within the 40-foot height limit governing the subject property; and, pointing to lines drawn on the model, he indicated the extent to which greater height would have been permissible if the applicant had proceeded to develop the site without seeking planned unit development authorization from the Commission. In conclusion, he stated that his portion of the project would not block any views or cast shadows on anyone's property; and he felt that it would be an asset for San Francisco.

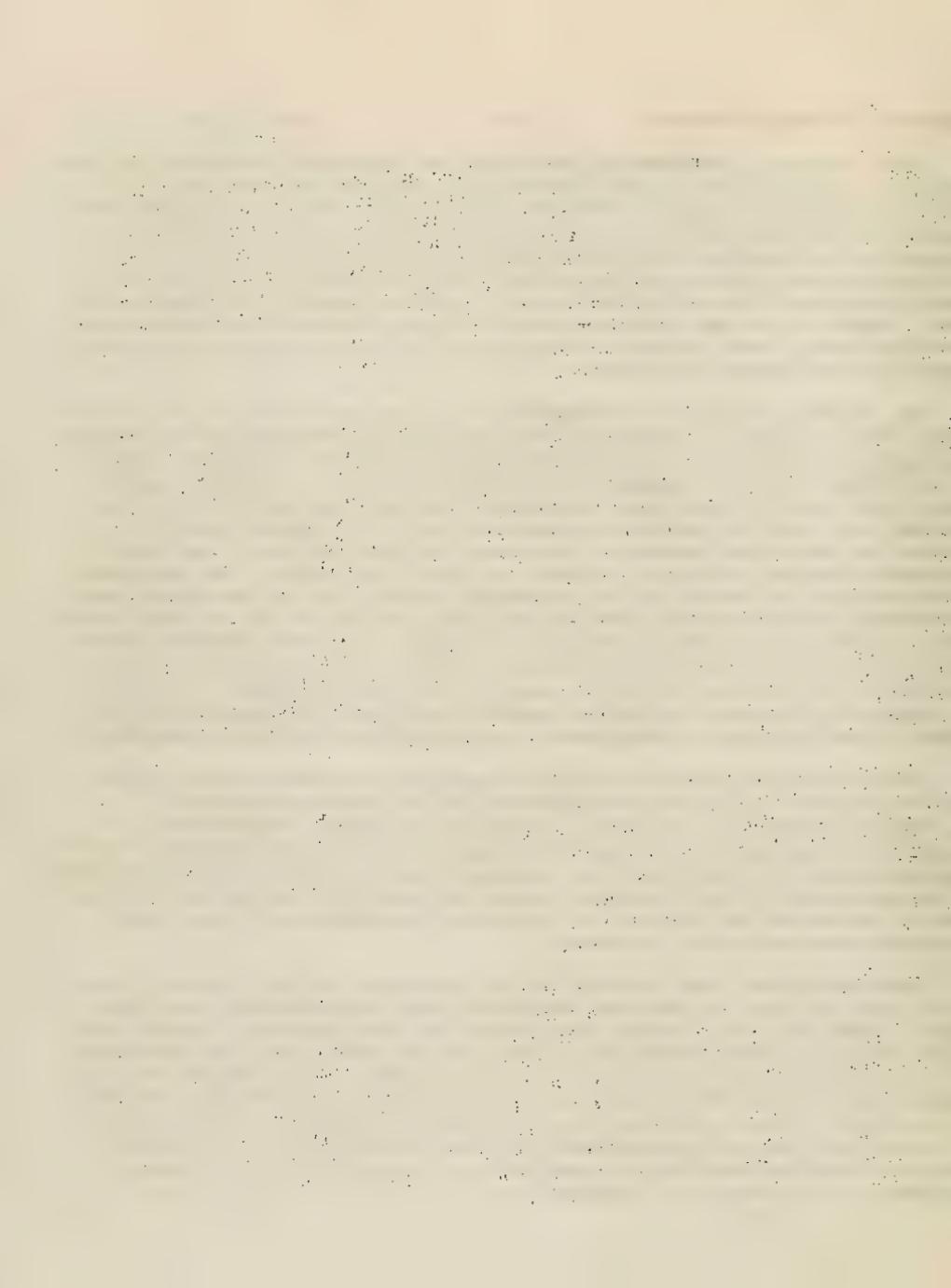
Carl Scholtz, architect for the residential development being proposed on the center of the site, stated that the buildings which he had designed would be four stories high over underground parking garages. The first and second floors of the buildings would consist primarily of garden apartments and family units, all of which would have yards or balconies. Smaller units would be located on the third and fourth floors of the buildings.

Peter Rooke-Ley, representing John Bolles and Associates, architects for the commercial portion of the proposed development, described the plans which his firm had prepared, pointing out that the building would have varying heights to prevent the building from having a massive appearance. He stated that the entrance to the commercial development would be provided from La Playa Street and from the Great Highway; and he indicated that the lower arcade along the Great Highway would have shops which would be oriented towards beach-type activities. Tenants of the new development would consist of a major department store, speciality shops, banks and other community services; and a children's day-care center would be provided on the roof.

Mr. Ets-Hokin displayed a silhouette of the proposed development as it would appear from the ocean. He emphasized that the price of the units in the proposed development would be in line with the average value of homes presently existing in the Richmond District, ranging from \$25,000 to \$50,000. In addition, a few luxury units would be constructed which would cost in excess of \$60,000. The dwelling units would be sold on a co-operative basis. Purchasers would be required to make a down payment of 10 percent; and then they would rent their apartments from the corporation in which they would own shares. That arrangement would provide a tax benefit for his tenants by allowing them to depreciate their investments; and he estimated that people paying a rental of \$200 per month could deduct approximately \$2,400 a year from their taxes. He stated that the vacancy rate in the Richmond District is presently below two percent; and, there is a high demand for dwelling units in the area in which his development would satisfy. In conclusion, he stated that he had agreed to contribute the remaining capital needed for refurbishment of the windmill on the north side of Golden Gate Park.

President Newman asked Mr. Marquis to describe the manner in which the 40-foot height limit on the northern portion of the site had been measured. Mr. Marquis, referring to his model, stated that the height limit had been measured from La Playa Street, the Great Highway, and along the contours of the existing grade. He stated that the measurement had been worked out with the staff of the Department of City Planning. He also indicated that he was exploring the idea of placing sod and iceplant on the roofs of his buildings to make their appearance more attractive from above.

President Newman asked the staff of the Department of City Planning if they could assure him that the proposed development would not block any views from Sutro Heights Park. Mr. Passmore replied that the view from Sutro Heights Park would not be completely interrupted by the proposed development. He stated that the northerly 100 feet of the project would be visible from the meadow of Sutro Heights Park and from 48th Avenue; and he indicated that the southerly 200 feet of the project would be visible from the backyards of property on 48th Avenue. He stated that the staff had analyzed the view situation from the topographical maps which had been available to them; however, he observed that sand dunes in the area can sometimes shift dramatically.



Commissioner Porter asked if it would have been possible for the views to have been protected as well if the property had been developed privately on a lot by lot basis rather than as a planned unit development. Mr. Passmore replied that the only control which the Commission would have had over a lot by lot development would have been through its power of discretionary review. He stated that buildings which were being proposed by the present applicant ranged from 27 feet to 45 feet below the heights which would have been permitted by the City Planning Code on the sloping site.

Mr. Marquis confirmed that the proposed development would be from 10 to 45 feet lower than any development which might be constructed on the site without planned unit development authorization.

A resident of Pacific Avenue stated that the purpose of a city is to be a place in which people can live and work; and he felt that the proposed development would make San Francisco more attractive in both respects. He remarked that the development would help to overcome San Francisco's serious housing shortage; and he emphasized that it would bring the City approximately \$1 million in tax revenue annually. No existing residential buildings would have to be demolished to make way for the project; and the development would provide construction jobs. It would also serve the convenience of the neighborhood by providing a commercial area. The proposed development would look better than the existing development; and it would make the area safer.

A resident of Jackson Street stated that he is a veteran; and, since he has to spend a great deal of time at Veterans Hospital, it would be convenient for him to live in the proposed development.

Allen Beach, representing Cliff House Properties, observed that Playland has been in need of redevelopment for a considerable period of time; and he felt that the project being proposed by the applicant would contribute to the quality and safety of the neighborhood. He stated that two other neighboring property owners had advised him of their approval of the proposed development; and he indicated that he felt that he would like to live in one of the units when the project is completed. He urged that the application be approved.

Mrs. Johnson, owner of property at 44th Avenue and Clement Street, stated that her view of the ocean had already been blocked by apartment houses. As a result, she has to walk or drive to the beach in order to see the ocean; and the type of development which presently exists on the subject site frightens her. She felt that the proposed development would allow her to view the ocean in safety; and, in addition, she felt that the commercial portion of the project would be a convenience.

Kenneth Worthington, 695 - 48th Avenue, questioned the method in which the 40-foot height limit on the northern portion had been measured. President Newman, assuming that Mr. Worthington wished to speak in opposition to the application, stated that he would be called on after all of the people wishing to speak in favor of the proposal had been heard.

Edward Lawson, representing the Chamber of Commerce, recalled that he had questioned whether housing could be built on the subject site under a 40-foot height limit when enactment of that limit was being considered by the Commission; and he had been aware then, as now, that middle-income housing is needed in San Francisco and that every unit counts. He felt that the proposed development would help to satisfy the City's need for middle-income housing; and, since he understood that it conformed to all of the requirements of the City Planning Code, he urged that the subject application be approved.

A lady from the audience stated that the present development of the site is ugly; and it is not a desirable place to go to on Sunday afternoons. She felt that the proposed project would be an improvement.

Phil Davidson, representing Safeway Stores, Inc., stated that his firm was completely in favor of the proposed development since it would clean up the mess which presently exists at Playland. However, while he realized that the matter of the closing of La Playa Street was not presently before the Commission for action, he stated that his firm was somewhat concerned that the applicant's proposal for La Playa Street would encourage customers of the proposed commercial development to park in the Safeway parking lot which is more convenient even though more than adequate parking would be provided on the subject site.

Mrs. Alison Crabtree stated that she was in favor of the proposed project. She also wished to thank Mr. Ets-Hokin for his generous offer to restore the windmill in the northwest corner of Golden Gate Park.

A member of the audience stated that the program being proposed seemed to offer many advantages; and he urged that the subject application be approved.

A resident of Lake Street felt that the proposed development would beautify an area which is now an eyesore; and, in addition, it would provide many jobs. He, also, urged that the application be approved.

James Nelson, a resident of the Western Addition, stated that the proposed project would give minority people a chance to be gainfully employed for a period of time; and, in addition, the completed project would have an attractive environment which might encourage some people to move back to the city.

A resident of Leavenworth Street stated that something has to be done to rid the area of the people who presently hang out at Playland; and he felt that any project which would accomplish that purpose should be approved regardless of its height.

A resident of Pacific Avenue remarked that planned unit developments are being constructed only in the suburbs and not in San Francisco; and, as a result, many of his friends had decided to move to the suburbs because they could no longer afford to live in San Francisco. If the subject property were to be developed on a lot by lot basis, he believed that rows of stucco boxes with 40-foot wide driveways

would result; and he felt that it would be far preferable to have the well designed project which was being proposed by the applicant. He urged the Commission to approve the subject application.

A member of the audience emphasized that there is a great need for housing in San Francisco; and he felt that the proposed project would be ideal for people coming back from Viet Nam.

John Powers, a resident of Lake Street, remarked that it is unfortunate that a well integrated community such as San Francisco should be losing an important segment of its population because people are forced to leave the City when they cannot find adequate housing here. The proposed project would provide housing, taxes, and jobs; and it appealed to him because it would be a "total community" including recreation and shopping facilities.

President Newman inquired about the rent schedules contemplated for the units of various sizes. Mr. Ets-Hokin replied that the rental rates would range from \$175 a month for studio apartments to \$350 a month for 3-bedroom, 2-bath apartments. In addition, some luxury units, containing 2- and 3-bedrooms, would rent for \$400 or more per month.

Kenneth Hunter, attorney for the Outer Richmond Neighborhood Association, believed that the proposed project could be redesigned so that it would fit in a complimentary fashion with the topography of the site in terms of both height and bulk.

Commissioner Fleishhacker interrupted to ask if Mr. Hunter was the person who had distributed a handbill throughout the Richmond district which contained the following statement:

"We understand Mayor Alioto has been exerting very heavy pressure for this development on the Planning Department (staff ...Civil Service). If the Mayor is putting the thumb screws on the Department (staff...Civil Service), then IMAGINE the pressure he must be putting on the ones who will ultimately decide -- the Planning Commissioners, the Mayor's appointees."

If Mr. Hunter had been the author of that statement, he wondered what evidence could be produced to substantiate the claims which had been made; and, if no evidence was available, he wondered how Mr. Hunter could have had the audacity to make such statements.

Mr. Hunter stated that he would be very pleased to learn that neither Mayor Alioto nor members of his staff had contacted members of the Commission regarding the matter; however, he observed that the Mayor had made statements endorsing the project on the radio.

Commissioner Fleishhacker asked if he could produce any evidence that the Mayor had exerted heavy pressure on the staff of the Department of City Planning. Mr. Hunter replied that he could not disclose his source.

Commissioner Fleishhacker felt that Mr. Hunter should apologize to the members of the Commission if he did not have any evidence that they had actually been pressured by the Mayor; otherwise, he would be inclined to question the credibility of any comments which he might make during his presentation.

Mr. Hunter asked if Commissioner Fleishhacker had been approached by the Mayor or anyone on his staff regarding the proposed development. Commissioner Fleishhacker's reply was "definitely not!"

President Newman stated that he believed that no member of the Commission had received any communication from the Mayor or his staff regarding the proposed development.

Commissioner Porter remarked that the City Planning Commission had, on its own initiative, achieved a 40-foot height limit for Ocean Beach; and it had worked long and hard to get a bond issue on the ballot for acquisition of the Sutro Bath property. Yet, she did not recall that either Mr. Hunter or the people whom he claimed to represent had given any support to the Commission in achieving those objectives. She stated that she deeply resented the statement which had been distributed and which had intimidated the integrity of the Commission; and she considered the remarks contained in the handbill to be scurrilous.

Mr. Hunter apologized for the remarks contained in the handbill. He stated that he had been in law school and that no Outer Richmond Association had existed when the interim 40-foot height limit was established for Ocean Beach and when the bond issue was on the ballot for acquisition of the Sutro Bath property. He indicated, however, that he had been present when establishment of permanent height limits for the Ocean Beach Area were being considered; and he recalled that Commissioner Porter had proposed a 20-foot height limit for the Sutro Bath property which had been supported by the Outer Richmond Association but that she had voted against the 20-foot height limit when the vote was taken. Although he had not been active in the subject neighborhood until relatively recently, he believed that his credentials were well established.

Proceeding with his presentation, Mr. Hunter stated that the initial remarks which he had made had been taken from the explanation of Objective 3 of the Urban Design Plan which read as follows:

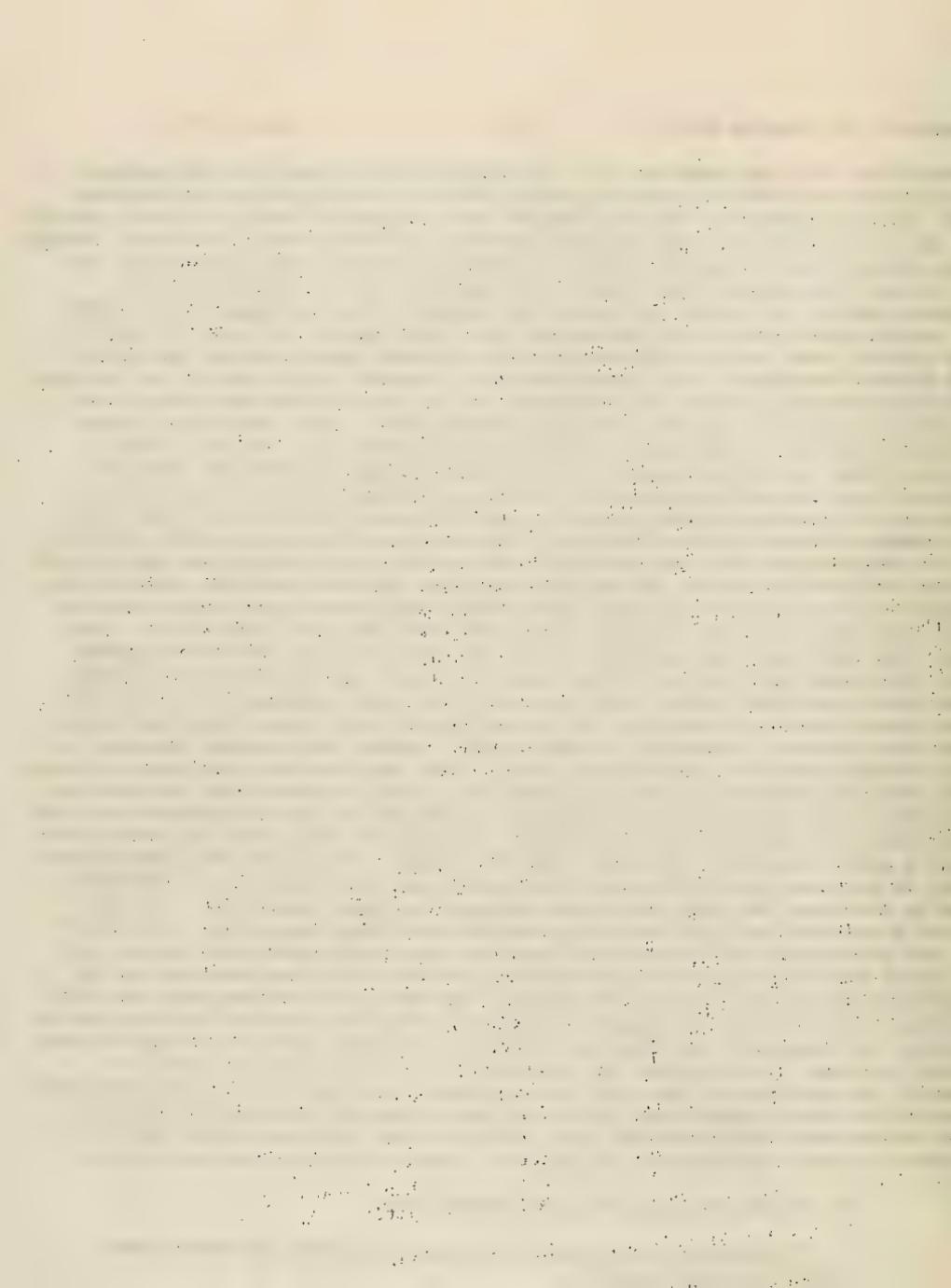
"As San Francisco grows and changes, new development can and must be fitted in with established city and neighborhood patterns in a complimentary fashion. Harmony with existing development requires careful consideration of the character of the surroundings at each construction site. The scale of each new building must be related to the prevailing height and bulk in the area, and to the wider affects upon the skyline, views and topographic form. Designs for buildings on large sites have the most widespread effects and require the greatest attention."

He stated that many members of his organization recognized that Playland is undesirable and doomed; but they felt that a bad permanent condition should not be

substituted for a bad temporary one. He stated that the density of the proposed development would be 400 times as great as that of the surrounding neighborhood; and, while the members of his organization were resigned to having a greater density on the site so that the City Planning Commission would not lose planned unit development control over the project, they felt that the density being proposed was far too great. He indicated that most of the residents of the neighborhood would support removal of Playland and use of the property which it occupies for a park to connect Sutro Heights Park and Golden Gate Park; however, he realized that it was unlikely that such an objective could be achieved through either the City or the Federal Government. That being the case, it seemed to him that it was extremely important that any alternative development to replace Playland should be as compatible as possible with the surrounding neighborhood. Even though the present applicant had revised his plans a number of times, they still did not reflect a project which would be compatible with the surrounding neighborhood. While it appeared that the revised plans would avoid a solid wall effect along the Great Highway to the maximum extent possible, the development would impair views from the meadow in Sutro Heights Park; and it was the unanimous opinion of the members of his organization that the sweeping views across the subject project and down the beach should be preserved. He believed that that objective could be achieved even though the development which would result would still be massive; and he remarked that more than 200 units could be constructed below the cliff line in such a way that they would never be seen from above. He noted that both the Great Highway and 48th Avenue had been included on maps on Pages 50 and 51 of the Urban Design Plan which identified street areas which are important to perception of the city and streets which are important for the quality of their views. While he surmised that the applicant's architect wished to make a strong architectural statement on the northern portion of the subject site, he felt that the best architectural statement which he could make would be a quiet one; and he suggested that the architect should restrain himself and his financial backers so that the development would not interfere with the City's precious views. In doing so, they would be granting the City a scenic easement. He stated that 48th Avenue provides the only unobstructed view of the ocean from high ground which people can enjoy from their automobiles; and he indicated that many people take advantage of that opportunity. He then cited a number of policies and objectives from the Urban Design Plan which related to the preservation of views to and from open spaces and other public areas; and he urged that those objectives and policies be invoked by the Commission in its deliberations on the proposed development. He read a list of the people who live on his block and noted the length of time which they had lived in the area; and he advised the Commission that the last change of ownership on the block had occurred nine years ago. He considered the neighborhood to be a stable one; and, as a result, the residents of the area were extremely concerned about the character and quality of their neighborhood. He stated that a petition had been circulated in the neighborhood during the past week; and more than 3,000 people had signed it or authorized their signatures to be included. The petition had read as follows:

"To the San Francisco Planning Commission:

"We petition you to protect the sweeping beach and ocean views across Sutro Park meadow.



"These views must not be obstructed and can be saved by limiting construction to below the cliff line.

"The number of residential units presently proposed for the Playland area greatly exceeds the density pattern of the surrounding neighborhood.

"As a minimum, the density on the north of Balboa Street site should be reduced by approximately 50 units -- the number needed to be removed in order to save the public's view across the meadow of Sutro Park."

Concluding his presentation, Mr. Hunter requested members of the audience who subscribed to the position expressed in the petition to stand. A number of people responded.

Eugene A. Brodsky, representing 26,000 members of the San Francisco Bay Chapter of the Sierra Club, 8,000 of whom reside in San Francisco, remarked that he had previously appeared before the Commission to oppose a change of height limit requested by the applicant for the center portion of the subject property; and, at that time, he had reaffirmed the policy of his organization that the integrity of views from Sutro Heights Park should be protected. Then, as now, his primary concern had been with the northernmost portion of the project which, as presently designed, would fall far short of protecting views from the park. If concrete buildings as high as 129 feet were to be constructed along the face of the cliff, many views from the park would be lost or interrupted. Even if view corridors were to be provided through the structure, the resulting effect would be completely different from the sweeping views which are available at the present time. He remarked that there are few coastal sand dunes and hills left in California; and he felt that San Francisco was fortunate to have such features within its city limits. Yet, he believed that excavation of the subject site for a 12-story building would utterly destroy the natural topography of the area. Referring to the profile of the project as seen from a ship at sea which the applicant had displayed, he remarked that the cliff and park seemed to have disappeared and all that was left was structures with roof gardens; and he felt that such a development would violate the principle of the Urban Design Plan which specifies that views to and from parks and open spaces should be preserved. If the Urban Design Plan has any vitality, he felt that the subject application should be disapproved by the Commission.

Mr. Brodsky indicated that the applicant had requested permission to cut back the face of the cliff to the property line to create a level area for construction of the proposed buildings. In the process, a new cliff would be created; and there was a strong possibility that the park above might be endangered. The soil tests which had been submitted with the application do not relate to the proposed project but rather to a development consisting of four-story frame buildings; and that submission had been prepared with the understanding that no construction would be attempted on the slopes. He estimated that approximately 24,000 cubic yards of soil would be removed from the existing cliffs, leaving a new and precipitous cliff with a height of 100 feet; and, if the new cliff should fail, as much as 300 feet of the

surface of the park could be lost. Even if the cliff should not fail, drainage problems would exist; and it was likely that severe erosion would result. He stated that sand deposits are extremely vulnerable to earthquakes; and he believed that the heavy equipment necessary for the excavation project could damage the park. Under the circumstances, he believed that the risks involved would be unacceptable to the citizens of San Francisco; and he felt that it should be the duty of the City Planning Commission to deny any permit application which would endanger abutting property. He stated that his organization had supported the 40-foot height limit for Ocean Beach; however, in doing so, they had believed that 40 feet meant 40 feet. Yet, they were now advised that Section 120.2 of the City Planning Code would permit major variances from that height limit. In his opinion, it was the intention of the City Planning Commission, when adopting the 40-foot height limit for Ocean Beach, that buildings constructed on the subject property should be limited to a height of 40 feet as measured from the grade of the Great Highway and Point Lobos Avenue; and, once adopted, he felt that it was incumbent on the Commission to enforce the height limit ordinance. He remarked that no amount of technical explanation would convince the citizens of San Francisco that 100 feet equals 40 feet, particularly when the buildings being proposed would affect one of the City's most important visual features; and he believed that the subject application should be disapproved.

A resident of the subject neighborhood agreed with the previous speaker that the excavation proposed by the applicant could damage Sutro Heights Park. He showed a series of photographic slides of the area, emphasizing the small scale development which now exists in the neighborhood. The final slides contrasted the cliff line of the subject property with a reversed image of Diamond Head in Honolulu to emphasize the detrimental effect which high-rise construction can have on prominent topographic features.

Erwin Swett, 2671 El Camino Del Mar, remarked that the Federal Government is considering inclusion of the Sutro Bath property in the Golden Gate National Recreation Area; and he feared that local reaction to the project presently under consideration would influence the Federal Government in its decision. If the matter which was now in the hands of the City Planning Commission were handled properly, the Sutro Bath site could be included in the Golden Gate National Recreation Area; and, as a result, the natural riches of the City could be shared with those who are not as prosperous.

Another resident of the area stated that she supported the position which had been expressed by Mr. Brodsky. She stated that she, also, had circulated a petition in opposition to the proposed development; and she hoped that the application would be disapproved and that a bond issue could be placed on the ballot to acquire the property in order to save the meadow in Sutro Heights Park. In conclusion, she read and submitted a poem which had been composed by Kay Lydon, a botanist-artist who lives in the neighborhood. The poem read as follows:

"This Plan would:

"Blast the hard rock,
Gouge the Cliff,
Kill the trees,
Dam the sand
And cement the scar;

"Blot the skies;
Make inspiration cease.

"Let bulldozers
Shock rest and
Pile-drivers shoot peace
While apartments rise,
Stacking dust
Where birds still nest
And flowers thrive.

"It casts new shadow
So the first kiss of fog
Will leave the Meadow
To erode a thousand
Chimney vents--
While millionaires
Collect computed rents.

"Sea winds would forget
To ready Earth
For yet another Spring.

"And, though gentle rain
Would bless the troubled ground
And sullied fog
Embrace the orphaned seeds,
San Francisco's native flora
Would acquiesce to weeds."

Michael Wells remarked that only two types of people had spoken in favor of the subject application -- business associates of Mr. Ets-Hokin and individuals who live in other neighborhoods of the city; and he objected to the fact that they had been given unlimited time to make their presentations whereas the people who were speaking in opposition were being hurried. He felt that members of the Commission should take a field trip to the meadow in Sutro Heights Park to observe the view which can be enjoyed from it. While he appreciated the need for jobs, he remarked that money is not everything. In conclusion, he stated that blocking of the views from the meadow and extremely high density seemed to be the only problems posed by the proposed development; and he hoped that Mr. Ets-Hokin could be encouraged to try to resolve those problems.

Ken Worthington, 695 - 48th Avenue, asked for an explanation of why 12-story buildings could be permitted in a 40-foot height limit district. Mr. Passmore replied that the City Planning Code does give an opportunity to developers with large parcels of sloping property to develop an envelope measured from grade throughout the site. In addition, the Code permits excavation of sloping sites to enable the construction of taller buildings.

A member of the audience questioned whether sufficient parking would be available in the underground parking garage to serve the needs of both tenants and their visitors; and she felt that the proposed development would greatly increase the traffic on the Great Highway which is to be redesigned as a parkway.

Another member of the audience remarked that it is the responsibility of the City Planning Commission to consider the remarks of all individuals speaking in opposition to the proposed development, particularly those who live in the subject neighborhood.

Jean-Anthony duLac, representing San Francisco Opposition, stated that it was the view of his organization that developers are destroying San Francisco; and he felt that any projects which would block views should be disapproved from the very beginning. He believed that the applicant, who had originally proposed to construct two 30-story towers on the subject site, was only interested in profit and did not "give a hoot" about the people living in the neighborhood. By contrast, his own feelings were that human values should be given uppermost priority.

The Director felt that the major issue had been expressed by Mr. Hunter who had stated that the most desirable thing would be to acquire the property as a public park. While the staff of the Department of City Planning, also, would favor such a solution, the fact of the matter was that the land is privately owned and is proposed for development. With regard to the issue of density, he stated that the number of units proposed in the project would not exceed the number permitted by the C-2 zoning of the site. However, the applicant had proposed to concentrate the density on the northernmost portion of the property; and, at the urging of the staff of the Department of City Planning, he had reduced the number of units to be located in that area. The proposed development would have no greater impact on city services than one which would be allowed by the City Planning Code as a principal permitted use. In reviewing the plans, the staff had been concerned about livability and adequate accommodation for automobiles; and it had guarded against any reduction of the open space standards of the City Planning Code. The plans had also been reviewed by the Police and Fire Departments with regard to traffic considerations; and they had reported that no adverse conditions would result. With regard to the major issues of height, views and compatibility with natural features, he stated that the staff of the Department of City Planning had been exceedingly concerned that the policies and principles of the Urban Design Plan should be observed; and he felt that the applicant had gone a great way toward achieving those policies and principles, although it was obvious that he had not gone as far as Mr. Hunter would like. Views from public streets would be protected; and the staff was concerned about protecting views from public areas where significant sweeping views presently exist. At the request of the staff, the buildings on the northernmost portion of the site had been reduced from 30 to 25 feet in height; and view corridors had been provided. Looking southwest from Anza Street and 48th Avenue, the buildings being proposed would have heights ranging from 10 to 48 feet lower than would be permitted by the City Planning Code. Along the easterly property line of the site, only the northerly 100 feet and the southerly 200 feet out of a total of more than 600 feet would have buildings reaching the maximum height permitted by the 40-foot height limit; and all of the crucial central areas of the project would have buildings with heights less than the maximum permitted by the City Planning Code. Reduction of the height of buildings in the project had also resulted in removal of a number of potentially valuable dwelling units from the plans. On the northerly 100 feet of the site, the view is already shielded by existing trees; and the view across the southern portion of the property would be blocked in any case when adjacent R-3 properties which are privately owned are developed. The issue of excavation had been discussed with an employee of the Department of Public Works. He had

stated that any excavation any place involves some risk; however, he felt that excavation of the subject site could be done with reasonable safety under constant supervision. The Director recommended that the application be approved subject to fifteen specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After reading and commenting on the conditions, he recommended that the draft resolution be adopted by the Commission.

President Newman asked the applicant if the conditions which had been recommended by the Director would be acceptable. Mr. Ets-Hokin replied in the affirmative.

Commissioner Fleishhacker moved that the draft resolution be adopted. While he was sympathetic with the anxiety expressed by residents of the Richmond district, he could not agree that some of the terrible things which they felt might happen would happen. He stated that he and other members of the Commission had taken field trips to the area; and he indicated that he would not vote for approval of the project if he felt that existing views would be substantially blocked. He had weighed the pros and cons involved; and, on balance, he felt that the project should be allowed to proceed. Once completed, he felt that the project would substantially improve the total area. He expected that the issue of excavation would continue to be of great concern to the Department of City Planning and the Department of Public Works; and he was confident that no work would be done on the site until both departments are satisfied that no damage will occur.

Commissioner Porter seconded the motion which had been made by Commissioner Fleishhacker and indicated that she concurred in the feelings which he had expressed.

Commissioner Ritchie again announced that he would abstain from voting on the subject application because of a conflict of interest.

Commissioner Finn stated that he had been born in the Mission district but that he had been raised in the Richmond district; and he was quite aware of the importance of preserving the natural beauty of the neighborhood. However, he was also aware of the existing conditions at Playland; and he felt that the applicant's revised plans, which were far superior to the project which he had originally proposed, would remove an eyesore from the area and, hopefully, would do no damage to the meadow in Sutro Heights Park.

When the question was called, the Commission voted unanimously to adopt the draft resolution as City Planning Commission Resolution No. 6853 and to approve the application subject to the conditions contained in the draft resolution.

The meeting was adjourned at 8:00 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

ABJ

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, June 8, 1972.

The City Planning Commission met pursuant to notice on **Thursday, June 8, 1972**, at 2:15 p.m. in the meeting room at 100 Larkin Street.

PRESENT: Mrs. Charles B. Porter, Vice-President; James J. Finn, Mortimer Fleishhacker, Thomas J. Mellon, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Walter S. Newman, President.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V (Zoning); and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner; Ralph Craib represented the San Francisco Chronicle.

Vice-President Porter, who was occupying the chair in the absence of President Newman, read the following statement:

"The vote on Proposition P shows that the people of San Francisco have confidence in the Planning process in order to protect the City's environment. The Urban Design Plan, on which the City Planning Commission has held many hearings to ascertain the views of the neighborhoods, will give the important protection for height and bulk, which is so desirable to the future development of this City.

"A totally inflexible, restrictive ordinance would have prevented the diversity of development which has given San Francisco its character and unique qualities.

"The Department of City Planning and the Planning Commission are moving ahead to the completion of the Urban Design Plan in consultation with citizen and neighborhood groups. This Plan is a modern blue print, covering all future building. And it will afford citizens as well as developers knowledge of guidelines which will control new construction. Every effort is being made to facilitate adoption of these controls."

APPROVAL OF MINUTES

It was moved by Commissioner Fleishhacker, seconded by Commissioner Mellon, and carried unanimously that the minutes of the meetings of May 4 and 11, 1972, be approved as submitted.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, advised the Commission that he and other members of the staff had made a presentation before the Mayor's Waterfront Committee that morning.

The Director reminded the Commission of the future meeting dates which have been scheduled as follows:

1. Next Tuesday evening, June 13, 1972, 7:30 p.m. at Nourse Auditorium--Hearing on Revised City-wide Height and Bulk Proposals.
2. Next Thursday, June 15, 2:00 p.m. - Regular Meeting.
3. Thursday, June 22, at 1:00 p.m.--Field Trip for July Zoning cases.
4. Thursday evening, June 22, 7:30 p.m. at Roosevelt Junior High School Auditorium--Public Hearing on height limits for Pacific Heights.

R72.30 - REVOCABLE PERMIT FOR DECORATIVE LIGHT FIXTURES IN THE SIDEWALK, NORTHEAST CORNER OF BEACH AND TAYLOR STREETS.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"A new four-story retail, office and parking structure will replace the service station on 137.5-foot lot at the northeast corner of Beach and Taylor Streets in the Fisherman's Wharf area. The architects propose to place four special lighting fixtures in the sidewalks, two on the Beach Street frontage and two on Taylor Street.

"The fixture would consist of five 18-inch diameter round globes, four arranged like the leaves of a four-leaf clover with one surmounting them in the center. The pole would be 10 feet high between the ground and the bottom of the bracket; overall height from the ground to the top of the light fixture would be 13 feet 10 inches. The pole would be 4 feet from the curb, the lights would have a 5-foot spread, and the outer edge of the fixture would be 18 inches from the curb. Thus the horizontal encroachment would extend a distance of 6½ feet from the curb on a sidewalk that is 15 feet wide. The globes would be of bronze acrylic, a muted transparent tinted glass. For the pedestrian, however, the effective encroachment would be 4 feet. It should be noted that Taylor Street is designated as a pedestrian street in the Northern Waterfront Plan.

the polymerization of styrene in the presence of Fe^{2+} and Fe^{3+} ions. The results of this work are presented in Table I. The data in Table I show that the polymerization of styrene in the presence of Fe^{2+} and Fe^{3+} ions is a reversible reaction. The polymerization of styrene in the presence of Fe^{2+} and Fe^{3+} ions is a reversible reaction. The polymerization of styrene in the presence of Fe^{2+} and Fe^{3+} ions is a reversible reaction.

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"There is a great variety both in the public street lighting and the private use of lighting fixtures in the Fisherman's Wharf-Ghirardelli Square area. The two most noticeable types of private lighting fixtures are a white globe, of varying dimensions, on a pedestal, and a gas lamp, real or imitation. Ghirardelli Square has two 30-inch diameter fixtures at each of its main entrances. Victorian Park has gas lamps as does the Hyde Street frontage of Haslett Warehouse (Wharfside). The globe on the pedestal is used at the entrance to the Holiday Inn motel, and within the Cannery parking area and one of the Cost Plus parking lots. Other parking lots use floodlights. A permanent wooden canopy across Taylor Street from the proposed new development has its roof decorated with simulated gas lights.

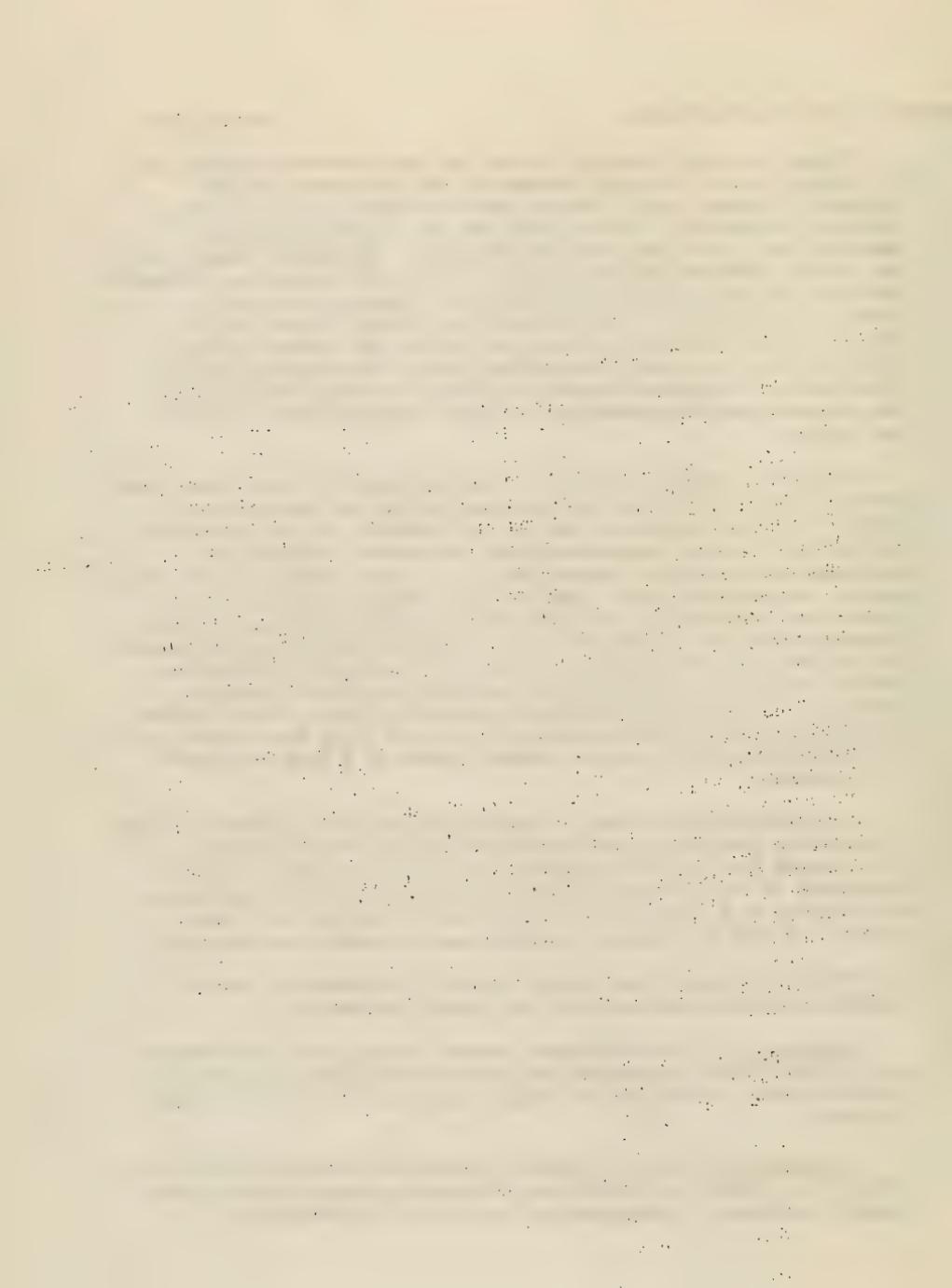
"The great variety of types of lighting cannot be questioned where used on private property. The question here is the installation of unusual lighting fixtures in the public sidewalk. In the memorandum to the City Planning Commission on the decorative lights at the entrances to Ghirardelli Square (R68.21), it was pointed out that they were in the nature of pole signs in the sidewalk, prohibited by the Police Code, especially since they were to bear lettering. The City Planning Commission found that those lights did not affect the Master Plan as long as lettering was not used. The essential difference between those lights and those now proposed are that Ghirardelli Square is a large-scale development occupying a whole block, whereas the Beach and Taylor building will be on a lot 137.5 feet square, and the lights there would have an overall spread of 5 feet as opposed to 30 inches.

"The proposed lights may be very attractive, and intended to create a particular atmosphere, but only for a partial street frontage. It is suggested that the most desirable solution to creating a special atmosphere in the Fisherman's Wharf area would be for the merchants all to agree on a special theme to be used in decorative sidewalk lights, and then to endeavor to get it used as widely as possible.

"The Urban Design Plan contains several references to special lighting which are applicable to the present situation:

"Principle 7C: The difference between through and local streets can be made clearer by varying the apparent brightness, spread and color of light, as well as the height, spacing, and scale of street fixtures.

"Principle 9: Special lighting fixtures and quality of light can enhance the identity of districts, distinctive areas, and important shopping streets. (Fundamental principles of City Pattern.)



"Policy 13: Improve pedestrian areas by providing human scale and interest. In addition to landscaping, other features along the streets add to the comfort and interest of pedestrians. Sidewalk paving and furnishings, if designed in a unified way, make walking more pleasurable. (Policies -- Neighborhood Environment.)

"Many factors should be considered in an area-wide lighting plan for the Fisherman's Wharf-Ghirardelli Square area, some of which are: tree spacing, height and location; sidewalk widths; pedestrian volumes; existing encroachments and special lighting effects; desires of the merchants; and who would pay for special sidewalk lighting fixtures. The Art Commission should be involved in the study and especially in the selection of the special fixtures.

"It is unlikely that such a plan could be made in detail, and the necessary agreements reached among the merchants and the City agencies involved, in time to meet the construction schedule of the present applicant. However, he is agreeable to modifying the plans to place the underground conduits so that the poles of the special fixtures would be on centers 3 feet in from the present curb rather than 4 feet, thus increasing the sidewalk space available for pedestrians. The type of special fixture can be decided later, but it is understood that it will have to be somewhat different from the one originally proposed."

Allan B. Jacobs, Director of Planning, stated that the staff of the Department of City Planning was favorably inclined towards the installation of special lighting fixtures in the subject neighborhood; however, sufficient time had not been available to formulate a recommendation on the specific fixtures being proposed in the present instance. However, since the developer was facing a deadline with regard to a contract for installation of underground conduits, he was prepared to recommend that it would be in conformity with the Master Plan to install underground conduits at this time for fixtures to be centered three feet in from the present curb for a type of fixture to be approved at a later date.

Commissioner Mellon asked who would resume responsibility for maintenance of the decorative lighting fixtures. The Director replied that it was his understanding that the developer would assume that responsibility; and he indicated that he would modify his recommendation to provide that the owner of the property should be responsible for maintenance of the lighting fixtures.

No one was present to speak in favor of or in opposition to the subject proposal.

After further discussion it was moved by Commissioner Fleishhacker, seconded by Commissioner Mellon, and carried unanimously that the Director be authorized to report that the special decorative lighting proposed for the public sidewalks at the northeast corner of Taylor and Beach Streets is in conflict with the Master Plan because it is not based on a design adopted for the entire area. It is in conformity with the Master Plan, however, to install underground conduits at this time for fixtures to be centered three feet in from the present curb, for a type of fixture, to be approved later.

R118.72.3 - MASTER PLAN REVIEW OF CONDOMINIUM SUBDIVISION, NORTH
SIDE OF CLARENDON AVENUE EAST OF LAGUNA HONDA RESERVOIR.

R. J. Shain, representing the Forest Knolls Association, requested that hearing of the subject proposal be postponed for one week.

Allan B. Jacobs, Director of Planning, replied that the Commission's agenda for next week's meeting is already overcrowded. Under the circumstances, if consideration of the subject matter were to be postponed, the hearing would have to be held at a later date, probably on June 29 or July 13.

Mr. Shain stated that he and his associates had been conscientious in their efforts to review the plans for the proposed project and had held a number of meetings during the past few weeks; however, since the developer's proposal had not assumed what they considered to be a stable form until the previous Friday, they had not had sufficient opportunity to inform the general membership of their organization of what is actually being proposed for the site. He remarked that the buildings which are located on the site will remain for at least 30 years; and he emphasized that he was asking only for a one week postponement to enable residents of the neighborhood to participate in the review process.

Commissioner Porter asked if it was likely that a consensus of opinion would be reached in the neighborhood after residents of the area have had an opportunity to become familiar with the plans. Mr. Shain replied that the chances were good that a consensus could be achieved. He stated that the committee which had been involved in review of the plans had been successful in resolving a number of issues which would probably have been of concern to residents of the area; and he felt that the plans now offered by the applicant would be more acceptable than the earlier plans would have been. He stated that he was particularly concerned about the project presently being proposed because he believed that it would ultimately serve as a prototype and that it would affect the nature of any new development which might be proposed for the Golf Driving Range site to the east.

William Coblenz, attorney for the applicant, confirmed that the dialogue between the developer and the neighborhood committee had been constructive. He indicated that he would have no objection to a one week postponement of the hearing; however, postponement until July 13 might delay the construction schedule of the proposed development to the extent that difficulties might ensue when the rainy season comes in the fall.

Allan B. Jacobs, Director of Planning, asked if he were correct in assuming that a major difference of opinion still exists between the applicant and the neighborhood committee. Mr. Coblenz replied that he believed that no problem exists. He remarked that a bulletin which had been distributed around the neighborhood over the past weekend by Mr. Shain and his associates had stated that while they would have preferred to retain the subject parcel of property in its current undeveloped, wooded state, they had to admit that they had no substantial legal basis for opposing the proposed project.

Commissioner Finn asked if that opinion of the Forest Knolls Committee was shared by the Midtown Terrace Homeowners Association. Mr. Shain replied that representatives of the Midtown Terrace Homeowners Association had attended one of the earlier meetings to discuss the proposed development; however, he had not heard from them since that time.

Mr. Thrift, the applicant, advised the Commission that the basic issues, such as density, parking, setbacks, recreation facilities, and the caretaker's house had been resolved in meetings between the developers and the neighborhood committee. However, since no landscaping plans had yet been prepared, the issue of landscaping had not been resolved; and no elevations of the proposed buildings had been submitted to the Committee for approval. He was confident, however, that those remaining issues could be resolved without any major problems.

Commissioner Porter suggested that the Commission might wish to postpone the hearing until its meeting on July 22 or its meeting on July 29.

After further discussion it was moved by Commissioner Fleishhacker, seconded by Commissioner Mellon, and carried unanimously that consideration of the subject referral be postponed until the Commission's meeting on July 22, 1972, at 3:00 p.m.

The Director called on Robert Passmore, Planner V (Zoning), to report on a matter on which he felt that the Commission should act at the present time. Mr. Passmore stated that while a majority of the subject site is zoned R-1, a small portion of the property at the southwest corner of the site is zoned P. He explained that that property had apparently been in the process of being sold by the City when the P district was being mapped in 1963; and, the Board of Supervisors had adopted the new zoning district before the sale had been finalized. Since single-family homes are not permitted in a P district, he felt that it would be appropriate for the Commission to initiate a reclassification of that piece of privately-owned property from P to R-1. He stated that the property involved contains approximately 3,000 square feet; and he indicated that the overall size of the total site is 3.4 acres.

Allan B. Jacobs, Director of Planning, distributed a draft resolution which would announce the Commission's intention of initiating such a zoning change. He recommended adoption of the draft resolution.

After discussion it moved by Commissioner Rueda, seconded by Commissioner Mellon, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6854 and that the City Planning Commission declare its intention to initiate the reclassification of that portion of Lot 35 in Assessor's Block 2643A presently zoned P to R-1 (one-family residential). The Commission also directed the Zoning Administrator to set the time and place for the public hearing of the reclassification proposal.

At 2:55 p.m., Vice-President Porter announced a five minute recess. The Commission reconvened at 3:00 p.m. and proceeded with hearing of the remainder of the agenda.

CONSIDERATION OF PROPOSAL TO DESIGNATE THE PROPERTY LOCATED AT
201 BUCHANAN STREET AS A LANDMARK.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), summarized the architectural and historical characteristics of the subject building on which the Landmarks Preservation Advisory Board had based its recommendation for Landmark designation. He stated that the owner of the building had appeared before the Landmarks Preservation Advisory Board to support the proposal for designation of the building as a landmark; and he indicated that she was also present at today's meeting.

Jo Schlesinger, owner of the subject property, stated that the house had been rented for a number of years and had been allowed to deteriorate. When she had purchased the property, she had been advised that an apartment house could be built on the site if the existing building were to be razed; however, she had preferred to renovate the house to the best of her ability. She advised the Commission that the building has been mentioned in many books as an outstanding example of the Eastlake style; and she felt that it would be unfortunate if the building were to be demolished.

No one else was present to speak in favor of or in opposition to the subject proposal.

Commissioner Fleishhacker asked about the present zoning of the property. Mr. Steele replied that the property is zoned R-4.

After further discussion it was moved by Commissioner Mellon, seconded by Commissioner Finn, and carried unanimously that Resolution No. 6855 be adopted and that the proposal to designate 201 Buchanan as a Landmark pursuant to Article 10 of the City Planning Code be approved.

CONSIDERATION OF PROPOSAL TO DESIGNATE THE PROPERTY LOCATED AT 294
PAGE STREET AS A LANDMARK

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reviewed the architectural and historical characteristics of the subject building on which the Landmark Preservation Advisory Board had based its recommendation for designation of the property as a Landmark. He stated that the owner of the property had not objected to the proposed designation.

No one was present in the audience to speak in favor of or in opposition to the subject proposal.

After discussion it was moved by Commissioner Ritchie, seconded by Commissioner Rueda, and carried unanimously that Resolution No. 6856 be adopted

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and that the proposal to designate 294 Page Street as a Landmark pursuant to Article 10 of the City Planning Code be approved.

The meeting was adjourned at 3:10 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Special Meeting held Tuesday, June 13, 1972.

The City Planning Commission met pursuant to notice on Tuesday, June 13, 1972, in Nourse Auditorium at 275 Hayes Street at 7:30 p.m.

PRESENT: Walter S. Newman, President; Mrs. Charles B. Porter, Vice President; James J. Finn, Mortimer Fleishhacker, Thomas J. Mellon, and John Ritchie, members of the City Planning Commission.

ABSENT: Hector E. Rueda, member of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Richard Hedman, Planner V - Urban Design; Peter Svirsky, Planner IV (Zoning); Daniel Sullivan, Planner III (Zoning); Dennis Ryan, Planner III - Urban Design; William Duchek, Planner II; Francis Lawsing, City Planning Draftsman; and Lynn E. Pio, Secretary.

Ralph Craib represented the San Francisco Chronicle; Donald Canter represented the San Francisco Examiner.

ZT72.2 and ZM72.2 - PUBLIC HEARING ON PROPOSED CITY-WIDE HEIGHT AND BULK CONTROLS AS REVISED BY RECOMMENDATIONS OF THE STAFF PRESENTED ON MAY 25, 1972.

President Newman made the following introductory remarks:

"This is the fifth hearing of the Commission to receive testimony on the proposed height and bulk controls recommended by the Planning Department staff for enactment as a series of zoning districts throughout San Francisco.

"Earlier, in March and April, four other hearings were held, one in each quadrant of the City, with notices sent to all property owners and citizen organizations. Those hearings were for consideration of the staff proposals as they were presented in February, based upon a refinement of guidelines in the Urban Design Plan.

"After the round of hearings throughout the City, the extensive minutes, exhibits and correspondence were reviewed by the staff and Commission and carefully analyzed. Statements favoring and disfavoring the proposals as they would apply to each area of the City were taken into account. Where new questions or issues were raised, additional surveys were made by the professional staff if they proved to be necessary. In its analysis, the staff consulted on every point with the members of the Commission.

"On May 25, the date to which the hearings had been adjourned, the Department staff presented to the Commission its detailed report on the comments received with recommendations for certain changes in the proposals. Copies of that report were distributed to the public, and it was announced that a further hearing would be held this evening on the report and the recommended changes.

"I believe that both the staff and the Commission have sought in every way possible to be responsive to what has been heard and seen in the hearing period, keeping in mind that these controls must be based upon sound planning. The hearings have shown that the people of San Francisco are extraordinarily concerned about the beauty and vitality of their city, and the Commission shares in that concern.

"We would like to hear your further comments on the proposed height and bulk limits as they now stand. One part of the city is not before the Commission this evening and will not be discussed. That area is in Pacific Heights, bounded by Union, Steiner, Pine and Franklin Streets, and it will be the subject of a special additional hearing by the Commission on June 22, since there is an existing height limit in Pacific Heights that requires the sending of further notices if a new proposal is to be considered.

"While the members of the Commission are not committed to approval of the citywide height and bulk proposals precisely as they now stand after the revisions, it is to be hoped that unless there are major problems the Commission will be in a position to act positively before the end of June, after tonight's hearing and the one on June 22. Following the decision of the Commission, the proposals will be forwarded to the Board of Supervisors for hearings and legislative action."

Jean-Antony du Lac, representing the San Francisco Opposition, remarked that Commissioner Porter, at the last meeting of the Commission, had made a statement heralding the defeat of Proposition "P" as a vote of confidence in the Department of City Planning's Urban Design Plan. He remarked, however, that it was the opinion of other people that the defeat of the height limit initiative was an excellent example of how money can be used to affect the outcome of an election. He estimated that more than \$75,000, or approximately \$.75 for every negative vote cast on Proposition "P", had been spent to defeat the initiative; and, by contrast, only \$2,588 had been spent in support of the initiative.

Commissioner Mellon suggested that the Chairman should require the speakers to confine their comments to the matter presently under consideration, since dissertations on irrelevancies would only waste the time of the audience and of the Commission.

Commissioner Finn agreed. He pointed out that the people had already spoken to the issue of Proposition "P"; and he observed that they had spoken loudly.

Mr. du Lac noted that the revised recommendations of the staff of the Department of City Planning for City-wide height limitations had been presented to the public only two weeks prior to the election; and, as a result, he felt that the manner in which people had voted on Proposition "P" was germane and relevant to the issue presently under consideration. He stated that 80,951 people had voted in favor of Proposition "P"; and he indicated that he was speaking for them and not as an individual.

Commissioner Porter stated that it is the aim of the City Planning Commission to do a responsible job in establishing height limits for the City; and she felt that the outcome of the vote on Proposition "P" was irrelevant to the Commission's deliberations.

Commissioner Mellon remarked that 25,000 more people had voted against Proposition "P" than had voted for it; and he felt that Mr. du Lac had no right to lecture the Commission on something which had already been decided by the voters and which was not before the Commission for consideration.

Byron Bray, representing the Coalition of San Francisco Neighborhoods, introduced other representatives of his organization with the following comments:

"I am Byron Bray and tonight I am speaking for the Coalition for San Francisco Neighborhoods. The Coalition is composed of associations which responded to an invitation issued by the Mission Coalition; we came together mutually to discuss the height and bulk recommendations of the Planning Director and Staff and what their effects would be on our neighborhoods. All of us have appeared at the appropriate quadrant meetings held since those recommendations were submitted to you on February 17 of this year.

"Members of the Commission, the Urban Design Plan has been described as a master work of professional vision, expertise and competence. We of the Coalition agree with that assessment, but we believe that it is considerably more. With its emphasis on citizen participation (and the massive citizen response that did occur), it has, in fact, become a Neighborhood Design Plan.

"Your effort to involve us in determining what our city will be like in the future has been appreciated, although it has sometimes been difficult for all of us. But the Staff and the Commission have responded to our 'Neighborhood Design Plan' in many ways; not the least of which were the substantial and welcome changes recommended by Mr. Jacobs and the Staff on May 25th. We commend you for this sensitivity to our presentations.

"However, there still remain numerous areas in our neighborhoods where we believe that there is a substantial discrepancy between the recommendations and the present and existing development in those areas. Our speakers will present specific alternatives regarding

their own neighborhoods, but the overall theme is the urgent necessity of recognizing their present livability and human scale. In the areas of the neighborhoods to be discussed, the height and bulk recommendations appear to be out of character with the present development around certain open spaces, moderate sized shopping areas and large institutions such as hospitals. We believe that implementing them will contribute substantially to the deterioration of the surrounding environment.

"Regarding neighborhood environment, the Urban Design Plan, on page 103, states in part, '...Measures must be taken to stabilize and improve...the small scale visual qualities that make the City a comfortable and often exciting place in which to live.'

"All of us are vitally concerned about retaining the present character and scale of life in our neighborhoods. To that end, and before we introduce our speakers, we of the Coalition would respectfully request that the Planning Department draft and the Planning Commission support an ordinance requiring those who submit proposals for hospitals or large institutional development and expansion, for planned unit developments or expansions, or substantial additions to or changes in neighborhood shopping facilities also submit, for public scrutiny and review, a statement on the neighborhood impact their proposals will have. Further, we would be happy to join the Staff and the City Attorney in drafting that Neighborhood Impact Ordinance."

Mr. Bray then introduced Anna Thompson who read the following statement on behalf of the Inner Sunset Action Committee:

"My name is Anna Thompson. I am a long-term resident of the Inner Sunset neighborhood and represent ISAC, the Inner Sunset Action Committee. We are in accord with the Coalition of San Francisco Neighborhoods and urge the Planning Commission to recommend to the Board of Supervisors the proposed ordinance which would require builders to include a 'Neighborhood Impact Statement' with any request for permission to construct a new building in San Francisco.

"Members of ISAC appreciate very much the Planning Staff's accepting many of the recommendations in ISAC's report to the Commission entitled, 'The Inner Sunset Action Committee's Response to the Height and Bulk Limits Proposed to the City Planning Commission.' We commend the Planning Staff for reducing to the 40-X height and bulk designation the following areas in our neighborhoods: the six blocks along Lincoln Way from Arguello Boulevard to Sixth Avenue; the five blocks along Lincoln Way from Fourteenth to Nineteenth Avenues; the five blocks along Irving Street from Fourteenth to Nineteenth Avenues; and the site presently occupied by Polytechnic High School.

"In proposing these changes, the Planning Staff, and hopefully the Planning Commission, demonstrate you are listening and responding to the strong desire of the people in the Inner Sunset neighborhoods to achieve a most important objective -- an objective which the City Planning Commission and Staff already have endorsed in the Urban Design Plan -- the strong desire of the people to attain the height and bulk controls which will reflect the existing human scale and character of our neighborhoods.

"ISAC also appreciates the Planning Staff recommending some modifications in the height and bulk zones originally proposed for properties owned by the University of California. However, these changes only partially reflect the strong desire of the Inner Sunset neighborhoods to secure those realistic height and bulk zones which accurately describe the height and bulk of the buildings presently on the University's properties. As noted in the ISAC report, we strongly oppose the Commission adopting controls which exceed the actual height of the buildings already in place on these properties.

"In view of the carefully documented, reasonable, and realistic recommendations presented in our report to the Commission, ISAC respectfully requests the Planning Commission to give favorable consideration to our recommendations for two critical areas: (1) the four blocks on Irving Street between Nineteenth and Twenty-fourth Avenues should be designated 40-X; and (2) zones over all properties of the University of California should reflect realistically and accurately only the height and bulk of existing buildings, particularly (a) the block between Fourth and Fifth Avenues on the south side of Parnassus Avenue, and (b) the conservation of existing and precious open space on the south slope of Mount Sutro.

"As noted in the ISAC report, we strongly oppose any inflated height and bulk limits for the University properties. In view of the haphazard expansion of the University in the Inner Sunset neighborhoods, it would be imprudent for the Commission to inadvertently endorse proposed projects for which there is no current long-range expansion plan, no drawings available, no funds appropriated, and most important, no buildings in place. It would be even more tragic for our neighborhoods if the Commission were to inadvertently endorse any expansion program where there has not been any genuine neighborhood consultation and participation, especially when the most recent expansion projects of the University reflect an insensitivity of the University to the negative impact of their expansion program on the quality of life in our neighborhoods.

"In view of the carefully documented, reasonable, and realistic recommendations presented to the Commission in the ISAC report, and especially in view of the wide support for these recommendations by the people in our neighborhoods and many neighborhood groups --

Haight Ashbury Neighborhood Council, Edgewood Avenue Association, CRISP, Sunset Heights Improvement Club, SPEAK, Ecumenical Ministry of the Haight Ashbury, and Coalition of San Francisco Neighborhoods -- ISAC strongly urges the Commission to: (1) reduce the height and bulk limits proposed for the four blocks along Irving Street between Nineteenth and Twenty-fourth Avenues to 40-X; and (2) reduce the proposed height and bulk zones over properties owned by the University of California to the actual height and bulk of buildings which already are in place.

"In this way, the City Planning Commission can truly demonstrate that it is listening and responding to the desires of the people in the Inner Sunset neighborhoods. And in this way, the Commission can make a vital positive contribution to stabilize and improve the quality of life in the Inner Sunset neighborhoods and by extension, the rest of the Sunset-Parkside district and San Francisco."

Commissioner Fleishhacker asked if the discrepancy between the wording of the requests made by Mr. Bray and Mrs. Thompson for a neighborhood impact ordinance had been intended. He remarked that Mrs. Thompson had requested that a neighborhood impact statement be required with "any" request for permission to construct a new building in San Francisco; and Mr. Bray's request had been that neighborhood impact statements be required only for large developments. Mr. Bray replied that he had no quarrel with the wording of Mrs. Thompson's request and that he would be happy to change his statement to cover all new construction.

Mr. Bray then introduced Bill McManus, a representative of the Sunset-Parkside Education and Action Committee (SPEAK), who delivered the following statement:

"SPEAK would like to thank the Department of City Planning staff for favorably responding to many of our recommendations for height and bulk limits for the Sunset-Parkside districts.

"One of our major concerns however is that while the Planning Department staff has re-scaled Irving Street from 14th Avenue to 19th Avenue to 40 feet in height, 19th Avenue to 24th Avenue on Irving Street remains from 65 feet to 105 feet. The Planning and Zoning Committee of SPEAK's Citizens Planning Commission has discussed this at length. Our concerns were that there may be a need to plan for some development that will be higher than 40 feet in this area, but that development must be very carefully planned so as not to destroy the present character of the neighborhood. Our primary complaint with the guidelines presented here is that there is no mention of the impact this will have on the surrounding neighborhood. Residents of the Sunset-Parkside do not want a Nob Hill residential section in their neighborhood. Nor do they want a row of 105 foot buildings which cut off the view of the Park for miles. It may be good urban design to have orientation points for such major points of interest as Golden

Gate Park, but what will this mean for the surrounding shops, stores, and residences -- how many of them would be destroyed to mark an entrance to the Park. What impact will this have on existing transportation facilities? What impact will this have on existing educational facilities? Our committee feels that the burden of proof still rests with the Planning Department. They have not given any indication of what the implications of such a height limit would be for the 19th to 24th Avenue area of Irving Street. If the only reason for requesting 105 feet for this area is for good urban design, we feel that this leaves unanswered the most important questions for our neighborhood."

Mr. Bray then introduced Walter Susor of the Inner Sunset Action Committee, who read the following statement:

"The following comments are in addition to those expressed in the corresponding sections of 'The Inner Sunset Action Committee's Response to the Height and Bulk Limits Proposed to the City Planning Commission.'

Lincoln Way, between Arguello Boulevard and Sixth Avenue and between Fourteenth and Nineteenth Avenues.

"The first two areas are on Lincoln Way, facing Golden Gate Park. They are: Lincoln Way between Arguello Blvd. and Sixth Ave. and Lincoln Way between Fourteenth and Nineteenth Ave. We applaud the Planning Dept. for accepting our recommendations of 40-X for both of these areas. We wish to continue to stress the importance of these areas to their respective neighborhoods. The current use in both of these areas is low profile, family-residential, with structures under 40 ft. There is only one exception to the 40 ft rule of practice, and that building has been there for forty years. In other words, even though existing zoning has permitted higher density structures over 40 ft, there have been no more constructed, nor has there been much interest in new construction. The existing structures are too sound for it to be economically attractive to tear them down.

"There is a strong concern, particularly in the Inner Sunset, that any increase in housing density which would result from new construction would further exacerbate the traffic and parking problems of the neighborhood, which, as you are aware, are now nearly unbearable. Even one-to-one parking of new apartments would not help to improve the current parking problem, since often 2 to 4 students, each with a car, share an apartment.

"We feel strongly that the symbolic significance of the 40-X designation should not be taken lightly. The Inner Sunset residents are currently attempting to improve the quality of the neighborhood. We are in the midst of a massive tree-planting program. We are trying to find ways to keep our streets free

of dog litter. We have a committee actively seeking solutions to our traffic and parking problems. With the aid of SPEAK, a private planning consultant has been retained to help us find ways to solve these problems and to prepare an integrated plan for the neighborhood. A program for implementation of a protected neighborhood between Lincoln Way and Irving St. is gradually emerging out of this and a formal proposal should be ready soon. An important goal is to attract homeowners and families back into the neighborhood and to reduce the current selling pressure. For this to be successful we must have the 40-X designation on Lincoln Way to reduce the temptation on the property owners to defer maintenance with the expectation of selling out to apartment developers.

Polytechnic High School.

"The third area of concern is the land occupied by Polytechnic High School. There is a great deal of uncertainty about the future of the school despite the assurances from school officials and other departments of City Hall. We would like to see that site preserved for all of the people of San Francisco, either as a school or as an extention of the park system between Golden Gate Park and Mount Sutro and Twin Peaks. We, however, cannot quarrel with a 40-X designation as long as the site is occupied only by a public school.

Irving Street between Fourteenth and Twenty-Fourth Avenues.

"The next area of concern is along Irving Street between Fourteenth and Twenty-fourth Avenues. The Planning Department has concurred with our recommendation of 40-X from Fourteenth to just beyond Nineteenth Avenue. This is reasonable due to the very limited commercial development in that area and the existance of several, low-profile, public buildings. In the Planning Department's recommendation they also state that the prominent views to the south-west would be blocked for people leaving Golden Gate Park by higher construction east of Nineteenth Avenue. This argument is only partially valid in that these people leaving the park via Nineteenth Avenue are motorists whose eyes should be on the road. The important views which will be blocked are those of the people who live and work in the Sunset, and these views will be affected by 105 ft construction west of Nineteenth Avenue as well. The Commission's recommended 105 ft would be especially destructive to those residents just north of Irving between Nineteenth and Twenty-third Avenue as this area would be effectively isolated between the park and a 105 ft wall at Irving Street. We feel strongly that, for San Francisco to remain viable and dynamic and to maintain its reputation as one of the world's most desirable cities, we must take every action necessary to preserve the viability of her neighborhoods."

The next individual to be introduced by Mr. Bray was John Bardis of ISAC who showed a series of photographic slides to illustrate the issues which had been raised by Mrs. Thompson and by Mr. Susor.

Mr. Bray then introduced Luisa Ezquerro of the Mission Coalition Organization. Before Miss Ezquerro proceeded with her presentation, Carlos Carillo, Chairman of the Mission Coalition Organization, expressed his appreciation to the staff of the Department of City Planning and to the other neighborhood organizations involved in the Coalition of San Francisco Neighborhoods for their co-operation and help in formulating recommendations for height limits which were based on the desires of the people residing in the neighborhoods.

Miss Ezquerro read the following statement:

"MCO would like to thank the Planning Commissioners for their responsiveness to the needs of the Mission community. We also thank Mr. Jacobs and his staff for their cooperation and long hours of work. They have helped us with transportation, specific housing projects, and other neighborhood planning questions as well as with these major height limit proposals.

"SUMMARY OF MCO HEIGHT LIMIT PROPOSAL

"In March, MCO presented its height proposal to the Planning Commission. We asked for the following things:

- a. Reduce the height along Mission Street from the 240 and 160 foot maximums proposed by City Planning to a maximum of 105 feet at the two BART stations, with lower limits in between. The amended City Planning proposal accepts these reduced MCO heights along Mission Street.
- b. MCO asked that both San Francisco General Hospital and St. Luke's Hospital have a maximum height of only 105 feet. The amended City Planning height proposal accepts this MCO change.
- c. The City Planning map 8H of the Height and Bulk Districts shows the area between 20th and 17th Streets, and Potrero and Folsom as 50 feet. MCO accepts this limit, with one exception to be mentioned later.
- d. In the rest of the Mission, the MCO proposed a 40 foot maximum, except around Franklin Square. In fact, Mr. Jacobs said the MCO proposal was 'extremely reasonable' and suggested that the MCO map be substituted for the original City Planning map.

We now, on behalf of the 120 organizations representing the people of the Mission District through the MCO, urge the Commissioners to accept the reduced height limits for the Mission as modified and re-submitted by your Planning Department.

"We have only one additional request to make:

"On block #4020, bounded by 20th, Bryant, 19th, and York Streets, we ask that the Commission tonight amend the Planning Department's proposal to allow a 65 foot maximum rather than the present 50 feet. This is the site of the proposed OBECA project for low to moderate income units. The project must include, in addition to family units, a 65 foot structure for the elderly on part of the site, in order to meet HUD funding requirements. The program has been discussed extensively with HUD and the Planning Department.

"This site is part of the Northeast Industrial Area of the Mission District. Segments of this zone have already been designated to be 65 or 80 feet. We believe this additional 65 foot structure is designed in a non-obtrusive manner. And where the housing needs of low income families are at issue, we believe that rigid height limits must take a second place.

"As the Planning Commission knows, a major source of sites for subsidized housing construction in the Mission is the Northeast Industrial Area, which includes vacant, deteriorated, and underused industrial properties, such as the block #4020 mentioned above.

"MCO is now developing a housing plan for the Mission which includes an investigation of the Northeast Industrial Area. City Planning, Redevelopment, and others are cooperating with us in producing this Plan. A part of this plan may include requests for altering height limits on other specific blocks. Block #4020 is the first such request. MCO may be asking for others as its development plan proceeds and as the Mission Housing Development Corporation completes negotiations on specific sites.

"MCO would like the Planning Commission to support such height limit extensions, in the future, only when an individual sponsor can show that a greater height is necessary to allow construction for low and moderate income households.

"It is MCO policy to hold down heights throughout the Mission to 40 feet. Our requests for extensions will be limited to cases of extreme necessity involving low-cost housing, and will require designs which enhance the neighborhood."

The next speaker called on by Mr. Bray was Bert Schwarzschild, President of the Eureka Valley Promotion Association, who addressed the Commission as follows:

"Before discussing the height limit issue itself, I would like to dispute a statement made in the Planning Department Staff

Report of May 25, 1972. Section 29, in commenting about the Outer Market Street Area (pp 17), states, "...there was greater diversity of opinion than anywhere else in the city..." This statement is surprising to us in view of the overwhelming neighborhood sentiment which we know about and will document. On March 23, during a joint meeting on the height limit, of the Eureka Valley Promotion Association, the Buena Vista Neighborhood Association, and the Friends of the Noe Valley, attended by over 200 people, the vote was 200 to 3 in favor of the lower height limit described in the Resolution we submitted at the March 30 area hearing at Everett Jr. High School. At that hearing, testimony was presented by several speakers from our neighborhood supporting our Resolution, and no testimony against our resolution or for the Planning Department proposal was presented. A telegram was read, ostensibly from the Eureka Valley Merchants Association, favoring the Planning Department height limits, and recommending even higher limits. We have learned since that time, that this telegram came at the behest of that organization's Board of Directors, and not from the Association's general membership. Since many of its member businesses recently signed our Resolution, the telegram is not representative of the 80 business membership.

"The only other position we know of that is different from the overwhelming sentiment of the Eureka Valley and Upper Market residents is the one voiced by the Upper Market Planning Association. We understand that its Board of Directors voted in favor of the Staff recommendation after the Everett Hearing. 'UMPA', as it is known, is an elite, special interest group composed of about 25 members, most of whom are Upper Market businessmen. UMPA was founded in 1965 with the help of a multi-thousand dollar grant. It initially acted as an effective catalyst for development of the Upper Market Street Plan, an effort for which the group is to be complimented. However UMPA never has represented the neighborhood associations, or its officers, nor does it reflect neighborhood sentiment. It essentially represents the point of view of its businessmen members, who close their business doors and depart the neighborhood for their homes somewhere in San Francisco, or in the suburbs, while we residents, who live in the neighborhood round the clock, try to save it from excessive height.

"For years, our organization has been under the impression that after BART construction, Upper Market Street was being redeveloped as a sunny, open, beautiful tree-lined boulevard, with sidewalk parks, where residents and visitors alike could walk, shop, meet friends, and talk. In testimony before the Board of Supervisors in January of this year, spokesmen of seven different community organizations joined together to express the need for an Upper Market Street, which, "...is an integrated part of neighborhood life...." During this meeting we urged the Supervisors

to adopt legislation which would protect Upper Market Street and the Neighborhood from the pollution of excessive buildings, population, and cars. We received favorable response from 6 of the 8 Supervisors present. The Resolution being prepared for early Board action, has already embodied most of the major features which the Upper Market Street area needs for survival, as one of the most desirable, liveable, socially and economically integrated neighborhoods in the City, where rich and poor, young and old, gay and straight, black and white, enjoy the friendly 'vibes' which the neighborhood and its people radiate.

"I want to emphasize that right now, that the Upper Market/Eureka Valley area has all the ingredients for optimum City living: it is not overcrowded, not over-congested, not overdeveloped, and not over-shadowed by high or bulky buildings. Over a hundred year period, its houses, streets, businesses, have evolved gradually to its present neighborhood mix or 'personality'. Building heights have slowly evolved to their present profile. Let's look at this profile closely (refer to the profile graph). Between Central Freeway (at the left margin) and Castro Street (at the left margin), there are a total of 92 structures. Two of them, or only about 1%, are higher than 4 stories; eight of them, or only about 10% are over three stories high.

"What is the Planning Department trying to accomplish by doubling, tripling, quadrupling, and octupling the present, evolved, and self-imposed 40 foot height limits along Upper Market Street? During a discussion I had with Planning Department Director Allan Jacobs after the Everett Jr. High School hearing, he spoke vaguely about the unpredictable nature of stagnation and deterioration, and suggested that the recommended height limits would reverse the direction of such stagnation on Upper Market Street, and Castro Street. First of all we don't consider these areas stagnant either from a human or housing point of view. Concerning the latter, this area has an unprecedented rejuvenation. Residents love living there. Homes and apartments are in great demand and short supply. New neighborhood businesses of all kinds have opened in droves, over the last 2-3 years, and along with the old businesses are doing better than ever. From a human point of view our neighborhood is an exciting and desirable place to live.

"Now maybe Mr. Jacobs was talking about housing stagnation, rather than human stagnation, although I don't think one can separate the two. As an example, lets consider the Finnila Finnish Baths on Upper Market Street. The building is only one story high, and from an architectural point of view, it's old and dreary looking. However, functionally this building contributes as much or more to the well-being of the residents, and to the character of this neighborhood, than the 2 or 3 neat looking

funeral parlors, or the Bank of America building. There is an intrinsic charm to the diversity of building shapes and sizes which make up Castro and Upper Market Streets.

"Since Mr. Jacobs, and the Planning Department, is interested in stimulating the construction of new buildings along Upper Market and Castro Streets, he can do this successfully with a forty foot height limit, we maintain. Forty feet would still allow a tremendous building expansion, just by filling the many empty voids on the chart before you. Just imagine the commercial space which could be made available if a four story building were built above the Safeway parking lot, or in place of the 11 gas stations, or several used car lots, concentrated along Upper Market Street. The present possibilities, all of them within the 40 foot height limit, are too numerous to mention, without applying the shock treatment of the Planning Department's height recommendations.

"Let me ask you, Members of the Planning Commission, a hypothetical question. How many of you would enjoy living in the immediate shadow of an 80 foot commercial building, or a wall of 80 foot buildings? That would be the fate you would decree to the hundreds of homes and flats which exist now behind the facade of Upper Market Street. Long before these 30 feet structures are built, building speculation will drive up taxes, and rents, until the 387 families now living above the stores and offices of the existing buildings, will be forced out. If some manage to hold on, they will eventually have to leave to make room for the new buildings to be constructed, as the history of Lower Market Street repeats itself on Upper Market.

"We are also submitting to you today the Resolution which our Association approved. A copy is included in the material we have submitted to you. I will refrain from reading it now because of time, but I request that you read it. The Resolution requests that you modify the Planning Department's excessive height recommendations to 40 feet along Upper Market Street from Castro to the Central Freeway; and to 65 feet preferred, or 80 feet maximum along the 'buffer' section from Central Freeway to Van Ness. We of course urge you to adopt the 40 foot height limit you have already recommended in your Report along the two business blocks of Castro Street. We oppose the 65 foot height limit your map shows for a portion of Castro, and urge its conformance to 40 feet as well.

"We are also pleased to advise you that the above Resolution has received the endorsement and support of the following organizations:

Pacific Heights Association
Haight Ashbury Neighborhood Council

Friends of the Noe Valley
Planning Association for the Richmond
Inner Sunset Action Committee
Buena Vista Neighborhood Association
Outer Richmond Neighborhood Association
Grand View Neighbors
Ecumenical Ministry in the Haight Ashbury

These city-wide endorsements reflect the city-wide concern which has developed about the Planning Department's attempt to stimulate high-rise development in traditionally low-rise neighborhoods.

"In a one-day sampling of neighborhood sentiment on June 10, this same Resolution was signed by 350 residents - copies are attached. In the door-to-door portion of this sampling, 9 out of every 10 residents we interviewed were happy to support (and sign) the Resolution.

"In addition, the Castro Village Association, made up of 30 business establishments on Castro and Upper Market Streets (and adjacent streets), also voted to support our Resolution, and has communicated its position and sentiments directly to the Commission Chairman by letter dated June 10 (copy attached).

"Our Resolution was also individually signed by 40 business establishments along the affected part of Upper Market Street and Castro Street. Copies of their Petition are included in the material we submitted to you. As we previously mentioned, many of the signers are Eureka Valley Merchant Association members who disagree with their Board's action.

"To conclude, we urge this Commission to heed the knowledge and wishes of the most experienced 'experts', the people who LIVE in the affected neighborhood, and who in the final analysis have to live with the consequences of your decision. We urge you to place human values above property values. We think you are aware of the most precious commodity which San Francisco has, and the most fragile: its residents. If you disturb their environment too much they will join the Exodus out of the City, like New York, Philadelphia, Chicago, and the only major liveable city left in the U.S. will also go down the drain."

Mr. Bray then introduced Wes Dawe, President of the Buena Vista Neighborhood Association, who summarized the following statement which had been included in the brochures which had been given to each member of the Commission:

"The directors of this Association have studied the proposed height and bulk limit as they effect our neighborhood, and strongly oppose the height proposed for Upper Market Street. This

Association has concluded that a 40-foot height limit along Market Street from Castro to the Central Freeway is the upper limit to which buildings should be permitted.

"Upper Market is basically a residential area with 40-foot height rarely exceeded.

"Upper Market is not an extension of the commercial downtown area and should not be in the future.

"Exceeding 40 feet would in our view, violate the principle of the Urban Design Plan.

"Twice the existing height would be a violent intrusion into the neighborhood.

"Proposition P was strongly indorsed by the neighborhood, clearly indicating a demand for low scale structures.

"These points and others that are raised by other neighborhood groups, with which we are proud to support, lead us to recommend a 40-foot height limit on Market Street from Castro to the Central Freeway and a 65-foot height limit along the buffer zone to Van Ness Avenue."

The next person called on by Mr. Bray was Mrs. Benjamin H. Maeck who read the following statement on behalf of the Executive Committee of the Pacific Heights Association:

"The Pacific Heights Association supports the concept of cooperation and coordination of the activities of neighborhood leadership. We have been a part of the organization efforts for a 'Coalition for San Francisco Neighborhoods'. We support the 'Coalition' and will continue to participate in its future activities.

"We support the 'Coalition' in our common goal of solving common problems and of planning for neighborhood livability with emphasis on the human scale. We too are concerned with neighborhood environment and the maintenance of the present character and life in all of our neighborhoods. Therefore, we too are concerned about the impact of large, new construction in our neighborhoods and commend to you for careful consideration the recommendation of the 'Coalition' for a means to assess such impact of hospitals, planned unit developments, shopping centers, all non-conforming uses and any high density development which substantially changes density of a neighborhood.

"The Pacific Heights Association has only been in existence since April. We wish to compliment the Planning Staff for their

sincere, conscientious and constructive cooperation with us these past eight weeks. We join the 'Coalition for San Francisco Neighborhoods' in the hope such cooperation will be on-going with the neighborhood groups."

The next speaker to be called on by Mr. Bray was Martin MacIntyre, President of the Planning Association for the Richmond, whose statement read as follows:

"My name is Martin MacIntyre and I am president of the Planning Association for the Richmond or PAR. PAR is comprised of people who live, work or own property in the Richmond District and it has prepared and is presently in the process of adopting a Richmond District Neighborhood Improvement Plan.

"While we are appreciative of the fact that your proposed bulk and height controls will prevent construction of buildings of unlimited height in the Richmond on R-4 lots and we thank the Planning Commission for this aspect of its proposals, we question the establishment of a blanket 40 foot height limit for the remainder of the Richmond, and instead suggest lower height limits in some instances. PAR has adopted these policies related to this proposal. First to limit the height of buildings in the Richmond to 40 feet or lower with the exception of 80 feet for hospitals. Second, to oppose subsurface transit and third to maintain a family-orientation and family-type housing.

"In addition to the previously mentioned policies, the following preliminarily adopted policies bear on the proposed height and bulk limits: First, although since 1950, the total population in the Richmond has not been appreciably altered, the impact of increased auto dependency and associated nuisances have been a major cause of the lowering of the quality of life and new development should not be permitted until patterns in auto usage are altered or improved transit can permit an increase in population without lowering the quality of life. Second, development of small unit apartments should be encouraged only along Geary east of Arguello and then ONLY to replace existing dilapidated housing and buildings elsewhere in the Richmond should be limited to a height equal to the surrounding buildings with a maximum height limit of 40 feet. Third, all new construction should be in character with surrounding structures and the intended use be compatible to its location. Further, new residential development and remodeling must be suitable for families and should encourage and allow ownership. Fourth, owner-occupied family-type units should be replaced with similar units wherever possible and rezoning or establishment of design controls should be adopted compatible to family-unit development.

"In light of the foregoing policies, the PAR zoning committee has the following reactions to your most recent proposals: First,

the 80 foot limit at Geary and Arguello is still 40 feet above other limits thereby giving special status to this intersection. At present, this intersection is not a transit transfer point since Arguello does not have bus service. It is felt that the 112 foot tower on Roosevelt Junior High School is an adequate and meaningful landmark for a family-oriented community. The clustering of 80 foot buildings in this area would tend to obscure this landmark rather than accentuate it. The argument that the area can stand improved development has the underlying assumption that we know what 'improved development' is and that we can be assured through the force of law that only 'improved development' would be allowed on these sites. Neither of these assumptions or previous assumptions concerning a subway stop have been guaranteed to our satisfaction. The Arguello and Geary intersection is not a high-point in the Richmond and in fact is in the valley, such as it is, between the Golden Gate Park and the Presidio. For this reason, it should not, by other guidelines in the Urban Design Plan, be accentuated. As for Arguello being a transition point between two sections of the Richmond there is no basis in fact.

"Second, while the reduction from 80 feet to 65 feet in two areas on Fulton is in the right direction the result would still be the replacement of existing family housing, in good condition, with non-family buildings of unknown quality and character. Larger units will only increase the density and bring problems we can do without. There is no need for apartments of this type while the city is losing population.

"If we wish to maintain the family character of the Richmond and prevent a further exodus, it is necessary to improve our existing stock of housing with programs such as FACE rather than tear them down and replace them with non-family high-rises. There can be no doubt that when highrises are built, families will move out.

"Third, we also fear that the construction of highrise would result in tax increases since the additional costs of city services may well exceed the property tax income generated. No one can guarantee this will not occur!

"Fourth, although we have approved the 80 foot limit for the hospitals, this was done with the thought that new construction should be commenced only for essential expansion of health facilities and our zoning committee will oppose any application for conditional use approval by the planning commission for parking garages.

"Fifth, although the Urban Design Plan mentions point towers, none of the proposed height limits in the Richmond would create point towers, but rather would serve only to reduce open space and sunlight. The Presidio hills, Lincoln Park and the tree line of the Golden Gate Park are the kind of landmarks we cherish most.

"Finally, our zoning committee is cognizant of the desires of many Richmond residents for a reduction in the existing zoning as was done in the area of 20th and Lake and in a portion of the Haight-Ashbury. With this in mind, we cannot endorse a 40 foot height limit for the entire Richmond, but feel that the height of future development should be limited to the present height of existing structures. This will assure continuance of the variety of heights already existing in the Richmond and at the same time not change the value of the property from that which was present at the time it was purchased or improved."

Mr. Bray then stated that the Reverend Lyle Grosjean of the Ecumenical Ministry in the Haight-Ashbury, Inc., had prepared a statement included in the brochure which had been given to each member of the Commission and would not take the time of the Commission to read the letter out loud. The statement read as follows:

"The Ecumenical Ministry in the Haight-Ashbury, along with the other constituent groups of 'Coalition for San Francisco Neighborhoods' wishes to thank the Commission for its quadrant hearings and responsiveness to the wishes of the neighborhoods to determine their future shape.

"We, along with the Haight-Ashbury Neighborhood Council and many concerned residents, initiated the drive to rezone our neighborhood. This drive was the result of what we felt were negative recommendations in the Improvement Plan for Residence and initial Urban Design Plan. In our work, over one year in duration, it was satisfying to see neighborhood people become involved in the planning process. While we are thankful for the assistance Mr. John Phair and Mr. Ron Jonash of the Department staff provided, we found that Haight-Ashbury residents quickly grasped the concepts of urban design, height, bulk and density. The importance of the rezoning effort to us is that it arose at the neighborhood level and was implemented by neighborhood people. The residents of the Haight-Ashbury were admirably capable of determining the shape they desired for their neighborhood in the years to come.

"We urge the Commission tonight to be equally responsive to the plans developed by other neighborhood as to their future. The Urban Design Plan should reflect a composite of plans developed by San Francisco's unique neighborhoods.

"We support a Neighborhood Impact Ordinance on large scale new development projects and expansion. In regard to the Haight-Ashbury, we request that the 40-X classification be extended to include the corner of Fell and Stanyan Streets to encourage residential development in the future on the site now occupied by a gas station.

"We also request the creation of a city-wide master hospital development plan with significant citizen involvement and that a stringent limit be set on any new hospital development, particularly in the northern sector of the city where there is one hospital bed for every 200 residents while there is only one bed per every 2,000 residents in the southern sector."

The next speaker introduced by Mr. Bray was Calvin Welch, representing the Haight-Ashbury Neighborhood Council. He summarized a statement which was included in the submission given to individual members of the Commission and which read as follows:

"The Haight-Ashbury Neighborhood Council wishes to support the positions of all other neighborhoods in their desire to insure the protection, scale and 'feel' of their communities. We feel strongly that any city-wide plan should simply be an amalgam of neighborhood plans determined in large measure by the peoples of the neighborhoods themselves.

"We feel that the City Planning Department's extensive use of citizen input in the determination of the present set of proposals called the Urban Design Plan is to be congratulated. It should be a 'model' for all other city departments---including the Supervisors and the Mayor himself. It has proven that the people of this City are competent, are articulate, and are keenly aware of their needs. 'Experts' can only be of use when they translate people's wishes into technical programs.

"Due to the massive rezoning of the Haight-Ashbury, large areas of our community have been 'saved' from irrational, destructive and humanly costly over-development. We fully realize, however, that no ordinance, no 'plan', no technical rule can guarantee proper development---only citizen concern and vigilance can guarantee true and beneficial physical development.

"However, there are four areas of concern remaining in the much amended Urban Design Plan as it relates to our community. They are:

- 1) The 50-foot height limit along Stanyan Street, from Frederick to Oak Street.
- 2) The 65-A designation for the corner of Fell and Stanyan Street.
- 3) The 80-E designation for the Harkness Hospital site on Fell Street between Lyon and Baker.
- 4) The entire set of proposals concerning U.C. Medical Center.

"Concern:

1) 50-foot height limit on Stanyan:

The community will be watching this area very closely. No basic change in use should occur in this area. Present use is mixed commercial and residential. No building in the area is over 50 feet presently, with the vast majority being under 50 feet. The existing commercial use is park related or neighborhood related. The residential use neither dense nor transient. The area should not be a site for a massive hotel.

2) 65-A designation for western corner of Fell and Stanyan:

There is no reason for this height limit on that corner. The present use of the site is for a filling station. The Department has included this corner in its recommendations concerning St. Mary's Hospital. However, St. Mary's does not own this property, has no present plans to acquire it, and has no plans to develop the corner. We recommend that the 40-X designation that covers the Fell Street frontage of that block be extended to cover the corner.

3) 80-E designation for Harkness Hospital and the entire set of proposals concerning U.C. Medical Center:

HANC and the people of our community in general feel very strongly that the Haight-Ashbury will not become a hospital ghetto. The three hospitals all plan to grow, all see themselves as Bay Area health facilities. The people of the Haight have begun to talk with the representatives of the hospitals to see what the possibility is of creating a unified development plan for all three hospitals. We ask the Planning Department and the Commission to work actively with the community and with comprehensive Health Planning to set real and firm upper limits on hospital development, not only in the Haight-Ashbury, but also throughout the entire city.

There is a crying need for a city-wide hospital facility development plan---binding on all hospitals in the city.

U.C. Medical Center has been by far the greatest physical disaster to hit the Haight-Ashbury and the Inner Sunset. Moreover, because it is a State-supported institution, the Commission has been unwilling to deal with it. University propaganda aside, U.S. Medical Center has been unwilling to involve legitimate and effective citizen participation

in its planning program. Specific tools are needed to deal with this special problem. Those tools may have to come from Sacramento. However, the Commission can be of help to the citizens who live in the shadow of the Medical Center. A city-wide hospital facility master plan requiring true and effective citizen participation and accepting the concept of shared facilities for hospitals would be a strong first step the Commission could and must take.

"Finally, HANC strongly urges the adoption of the Neighborhood Impact Ordinance proposed by the Coalition for San Francisco Neighborhoods."

The final speaker for the Coalition for San Francisco Neighborhoods was Toby Levine, a member of the Mission Coalition Organization, who read the following statement:

"The Coalition for San Francisco Neighborhoods appreciates the fine work of the Planning Department and their excellent director, Allan Jacobs. We particularly appreciate the concern for community participation shown by the Staff and by the Commissioners.

"We acknowledge the far-reaching nature of the recommendations put forth concerning the height and bulk controls. We also recognize the extreme need for such controls.

"Each neighborhood has studied the recommendations and analyzed their effects on its own area. This effort has taken much time, thought, and soul-searching; for such recommendations will drastically affect and change each neighborhood. We have had to ask the questions: Who are we?; What do we want for the future of our neighborhood?; and How will these changes affect our neighborhood and our city.

"Many of the recommendations made by the Planning Department are entirely acceptable. Some need modification and change.

"We hope that the Commissioners will immediately approve those recommendations which are agreeable to both the Planning Department and the neighborhoods.

"However, in the future, you will need neighborhood support. Therefore, we strongly urge that you accept the recommendations of the neighborhoods when these are at variance with the Planning Department's. This will enable you to have the support from the people that you will need when this plan comes before the Board of Supervisors.

"The Planning Commissioners have an opportunity now to demonstrate true leadership to the people of San Francisco, and have the ability to provide each neighborhood the human scale that the citizens are demanding. No neighborhood wants massive development in its backyard, for such development inevitably leads to dehumanization and reduces the quality of life.

"The neighborhoods in our Coalition have spoken. The case is made. May you, the Commissioners, rise to the challenge and give the citizens what they need and deserve."

At 9:05 p.m. President Newman announced a five minute recess. The Commission reconvened at 9:10 p.m. and proceeded with the scheduled hearing.

William D. Swanson felt that greater height should be allowed in the vicinity of the Glen Park BART station. He stated that only 53 cities in the world have a population of 1 million or more people; and, since San Francisco and its suburbs have a combined population of 5 million people, he felt that San Francisco is one of the major cities of the world. He also remarked that only 30 or 40 cities have rapid transit systems. San Francisco's transit system will have 37 or 38 stations; and the station at Glen Park is expected to be the sixth most important in the system with estimated traffic of 19,000 people a day. The Glen Park area is a "sleeper"; but he viewed it as a "sleeping giant." He remarked that more people are expected to use the Glen Park station than the station in Walnut Creek; and he observed that nice new buildings are already being constructed in the vicinity of the Walnut Creek station. He felt that properties in the vicinity of the Glen Park station should have a height limit greater than 40 feet; and he emphasized that a greater height limit would not necessarily mean that all new buildings to be constructed would approach the maximum height allowed. In conclusion, he urged the Commission not to shackle a residential and commercial area which will have 5 million people at its doorstep with a 40-foot height limit.

Stewart Bloom, representing the San Francisco Opposition, observed that downtown San Francisco has no neighborhood associations to represent its interests other than the Chamber of Commerce and his own organization. He stated that his organization is interested in the quality of life in San Francisco; and he remarked that building height and density are factors which are directly related to the quality of life. He noted that Mayor Alioto, in proposing a commuter tax four years ago, had stated that commuters cost the city \$44 million a year in services; yet, the height limits proposed by the staff of the Department of City Planning for downtown would encourage the construction of more high-rise buildings which would increase the number of commuters coming to the City. He stated that the Bank of America Building has a height of 580 feet and accommodates 7500 people. Under the circumstances, buildings with a height of 700 feet would have a tremendous density. He felt that it would be more humane to distribute office density and jobs throughout the Bay Area so that people living in Millbrae would be able to have a job in their home town. With regard to height limits for the downtown area, the May 25th report of the staff of the Department of City Planning had indicated that no general changes were being recommended; and he did not feel that

that was a proper approach. He had previously heard the Director of Planning state that his new house would not conform to the Urban Design Plan because the curb cuts in front would be too wide; and he questioned the merits of a plan to which even the Director of Planning could not conform.

Raymond Haight, a resident of the Marina District, made the following statement:

"After attending many hearings and reading a great deal on the Urban Design Plan; I have come to two conclusions. All residential areas should have a maximum limit of 40'. Downtown, height is not as important as is growth.

"I have heard an overwhelming number of reasons for limiting the height of neighborhoods to 40'. I have not heard or read very many reasons why offices, apartments, hospitals, or schools need to be over 40'. I think the burden of proof is on those who favor high rises to explain why they are needed.

"Tall buildings drastically change neighborhoods. They create huge shadows. They change warmth to cold. They alter wind currents and their intensity. One high rise shuts off the view of many citizens. Growing trees, flowers and food are ended. School children suddenly face heavy traffic. Water pressures are changed. Gas and Electric services are dramatically increased. Telephone problems expand. Sewage becomes a major tax expense. Population density creates new intangibles. The nearby fire houses face new obstacles. Crime and policing face new wrinkles. And all this may be increasing our taxes while shrinking the values of nearby residents. Is growth hurting us more, now, than it's helping us? I think Big Business, Big Labor have a responsibility to prove that this kind of growth helps more than it hurts. Until they do - 40' appears to be logically the maximum needed.

"Downtown is another issue. I am not sure that heights are the issue. SPUR is making a study. I think the Planning Commission should stop all growth until that report is in. Pollution from our city is killing Alioto's CRABS, commuter autos are keeping patrons, away from I. Magnin's. And, what is all this environmental mess doing to the tourist who stays at the St. Francis? Are these large tombstones of steel and glass really helping Local Unions? Are we destroying ourselves?

"Do we really want to make San Francisco a financial center?

"Do we really want to make San Francisco a convention center?

"Do we really want to make San Francisco a tourist center?

"Maybe we want all three - or only one - or none? Do you know for sure?

"Some of you are successful in business? Do you make decisions until you've gathered all the data you can?

"I urge you to wait for the two year SPUR study. Don't change the city anymore until you know what you are doing to it.

"The social and human questions involved in city Planning are more important than the economic issues. Interpersonal relationships and the psychological health of urban residents, are directly proportional to density. The homosapien is an endangered species - 'the future is now' - give Mr. Jacobs and his crew the power to plan and build for future generations - not for just today."

Derek Parker, representing the Chancellor of the University of California Medical Center, stated that the height and bulk recommendations of the staff of the Department of City Planning would be used by the University as its guidelines for new construction for the next ten years. He stated that the University has in the past and will continue in the future to work with neighborhood groups and the staff of the Department of City Planning in formulating its development plans; and he assured the Commission and the community of their desire to be cooperative.

Commissioner Porter stated that the Commission had been plagued by the fact that governmental buildings are not required to abide by the regulations of the City Planning Code; and she was deeply gratified to know that the University of California Medical Center was willing to co-operate with the Department of City Planning and the community of its own volition.

David Wynne, Attorney for the Robert Dollar Company, informed the Commission that his clients own 90% of the block bounded by California, Pine, Sansome, and Battery Streets. He stated that a request for a higher height limit for the block had previously been submitted to the Commission in writing. However, in the report presented to the Commission on May 25, the staff had recommended that the request not be granted. The recommendation of the staff was that the property be subject to a 500-foot height limit; and his clients were requesting that the height limit be raised to 600 feet. He pointed out that the staff's recommendations call for a 600-foot height limit on properties located east of the block owned by his clients, a 700-foot height limit to the south and a 500-foot height limit to the north; and he noted that the Bank of America Building, which is located to the west, has a height in excess of 700 feet. As a result, if a 500-foot height limit were established for the block owned by his clients, any building which they might construct would be in the "bottom of a pocket." He remarked that the Urban Design Plan itself had called for no height controls in Downtown San Francisco other than floor area ratio standards. Specific height limits had been recommended by the staff of the Department of City Planning not for demographic reasons but primarily for visual effect; and he did not feel that a 600-foot building on his clients' property would violate the effect which the staff wished to achieve. If the property were given a 600-foot height limit, heights would still slope downward to the north from Market Street. He emphasized that the property owned by his clients is very valuable; and, insofar as it is one of the few large land holdings in downtown San Francisco which is capable of development, he felt that it is an important asset for the City. He did not believe that a 600-foot height limit for the property would be in violation of the purposes of the height and bulk ordinance; and, therefore, he urged the Commission to grant his clients' request.

Harold Kaufman, representing the owner of property located 1120-1140 Market Street, stated that the property had suffered economic and physical blight during the construction of BART; and he indicated that his client would suffer further if the height limit for the property were reduced to 80 feet as recommended by the staff of the Department of City Planning. The rationale of the recommendation for an 80-foot height limit was to preserve light and air for the United Nations Plaza; but other properties in the area would be allowed to have a 240-foot height limit. He stated that his client's property will be condemned by the City for development of the plaza; and he felt that reduction of the height limit at this time might be construed as condemnation without compensation. He objected to the recommendation of the staff and requested that the Commission not change the height limit until negotiations between the City and the owner of the property have been completed.

Michael McCormack felt that the height limits which were now being recommended were a reasonable response to a request which had been made by neighborhoods throughout the City; however, he also urged that consideration be given to the desires of the people who had voted against Propositions "P" and "T". He stated that he was speaking on behalf of the owner of property which lies adjacent to the property owned by Mr. Kaufman's client. He noted that the May 25 report of the staff of the Department of City Planning had contained the following comments about the block in which his client's property is located:

"Owners in the block bounded by 7th, Market, Leavenworth and McAllister have asked for consideration of a change in the limits in that block, since the City and BART are now negotiating for expansion of United Nations Plaza. A limit of 80 feet in this block is appropriate with or without public acquisition, as part of the limits in the general Civic Center area. This height should not be changed."

However, the staff report had recommended that the Open Space designation which had previously been proposed was premature and should not be imposed until the properties are acquired by the City. He stated that the properties in the block are in the process of condemnation; and, as a result, he doubted that any action taken by the Commission would be upheld in a court of law. Since the staff had recommended that the Open Space designation be withheld until the property is acquired by the City, he felt that the previous height limit should not be changed until the acquisition occurs.

Stephen Katz represented Kenneth Hunter, attorney for the Outer Richmond Neighborhood Association, and read the following statement which reflected Mr. Hunter's personal views:

"At the Playland hearing earlier this month, several commissioners and I had a discussion about one paragraph in a handbill about the Play-

land proposal. My purpose in mentioning this is not to reopen that teapot tempest. Rather it is to direct your attention to another portion of that same handbill wherein it was stated:

"To its credit, the present Planning Commission will be noted by history for its willingness to listen to the concerns of neighborhoods. ... In spite of tremendous 'establishment' pressure, this Commission has responded to public outcry. (Not always, but often enough to justify (the) attempt to persuade.)"

"Particular recent examples of your response are your approval of down-zoning in the Richmond District and the Haight-Ashbury.

"To your credit, now again, as you refine the Urban Design Plan, you are in the process of responding to public outcry for even further scaling-down of permissible heights and bulk. On this issue you and the Department have come a long way. Indeed it is fair to say that, with regard to height and bulk, the Urban Design Plan will be the Urban Design Plan of the people of San Francisco as fully as much as it is the Urban Design Plan of the City Planning Commission.

"This is not said to diminish the credit due you. While there may remain some specific criticisms of the plan now before you, basically this is now the People's Plan. The Plan before you is proof enough that an ordinary citizen, concerned about the block he lives on and the neighborhood in which he lives, can have input into public decision-making.

"That there can be a People's Urban Design Plan is possibly ONLY because you have listened, responded, and justified the attempts to persuade. For this, much credit must be acknowledged.

"Others may disagree, but, speaking for myself, the revised height proposals for the Richmond District are acceptable. With one caveat: While I understand the reasons for the occasional higher-than-40-feet districts along Fulton Street, I remain unpersuaded that these are appropriate.

"I am pleased to note that the entire view to the Marin Headlands across Geary Blvd. from George Washington High School will be preserved. (You will recall that last year you approved six stories at 31st Avenue and Geary. Fortunately, the Board of Supervisors cut this down to 40-feet on appeal.)

"I want to point out, however -- and this is primarily for the benefit of the audience -- that 40-foot height limits are NOT the be-all and end-all.

"Very weird things may happen in certain locations presumably protected by 40-foot height limits.

"In the Outer Richmond, we have learned this at Playland's north-of-Balboa site. For those few here tonight who are unfamiliar with your Playland decision, the Commission approved a pair of nine and ten-story buildings which will substantially interfere with important public views. Technically, these massive developments, rearing their roof-tops well above substantial portions of the cliff-line of Sutro Park's meadow, are within the special Ocean Beach 40-foot Height Limit District.

"In my judgment, the principles and policies (other than height) of the Urban Design Plan would have been better honored if a less ambitious development on this site had been required.

"Under the Conditional Use, Planned Unit Development application, you had the power to impose conditions and limitations which would have made the development more compatible with its surroundings. Even though the Urban Design Plan virtually mandated you to not approve the Playland plans as presented to you June 1st, and in spite of the discretion vested in you by virtue of the nature of Planned Unit Development procedures, you did not exercise your power for the public good.

"For those who feel 40-foot height limits will bring Planning Utopia to San Francisco, the north-of-Balboa Playland decision is one proof that they are living in a fool's paradise. The rude awakening will come. Consider: San Francisco is full of cliffs and steep hills. The Playland decision could be repeated again at Sutro Baths, on Telegraph Hill, on Potrero Hill, and at many other locations throughout the City.

"We have learned there are defects in the Planning Code's method of measuring height. There is a collateral defect in the bulk prescriptions of the Urban Design Plan.

"The Urban Design exempts its bulk prescriptions from buildings which are within 40-foot height limit districts. But should not the bulk requirements be applicable to ANY building which, from its REAL bottom to its REAL top, is more than 40 feet high? Whether or not it is within a 40-foot height district!

"If a building which technically meets the 40-foot height limit criteria is actually going to be more than 40 feet high, it should be subject to the same bulk limitations as any other building over 40 feet high.

"Must every hill and every cliff be imperiled? Forty feet is fine for flat areas and gentle slopes. But if need be -- and I submit Playland proves the need -- specific criteria for construction on hillside and cliff areas need to be set. Absent these criteria, there are in San Francisco enormous loopholes. These loopholes will be plugged either by massive buildings or law. Please give us law. Not view-blocking buildings.

"And, finally, please keep responding to legitimate neighborhood concerns. And do it more regularly. YOU are the Planning Commission for the People of San Francisco."

Mrs. Andrew Gallagher, representing the Southern Promotion Association, stated that she had sent a letter to individual members of the Commission concerning four industrial properties located in the vicinity of 13th Street and South Van Ness Avenue: the James Barry Company, the Foremost and Spreckels Dairies and Patent Scaffolding. She stated that representatives of three of the properties were present in the audience; and she indicated that another letter would be sent to the Commission concerning the fourth property. She urged the Commission to support their request for height limits greater than those which had been recommended by the staff of the Department of City Planning.

Dr. Frank Hinman, representing the Russian Hill Improvement Association, noted that residents of Russian Hill had appeared before the Commission on April 12 to make a presentation requesting a flat 40-foot height limit for their neighborhood; and he remarked that a vast majority of the property owners in the area had signed petitions indicating that they would be willing to have their own properties be subject to a 40-foot height limit. The revised recommendations which had been made by the staff of the Department of City Planning on May 25 had honored the neighborhood's request for a flat 40-foot height limit; and he urged the Commission to support the revised recommendations of the staff.

George Brown, representing the Green-Jones Committee, stated that the members of his organization, also, strongly supported the flat 40-foot height limit which had been recommended for Russian Hill by the staff of the Department of City Planning. He stated that the members of his organization had sent 1100 questionnaires to residents of the neighborhood; and only one of the questionnaires had been returned favoring construction of a high-rise building in the area. He stated that his organization had been formed to oppose one specific high-rise building; and he remarked that the members of his organization, rather than the applicant, had been required to demonstrate what the impact of the proposed building would be on the area. Volunteers and money had been required. He felt that that process was wrong; and he believed that the Commission should consider the adoption of an ordinance which would require developers to provide environmental impact statements concerning their proposed projects.

Mr. Barr, an attorney with offices at 765 Monterey Boulevard, near the Glen Park BART station, stated that he had acquired property across the street from the station and had hopes of constructing an office building on the site. He supported the remarks which had been made by Mr. Swanson; and he urged the Commission to give careful consideration to the number of people who would be drawn to the neighborhood after the rapid transit service is in operation. He felt that the Glen Park area should have a height limit of at least 110 feet instead of the 40 feet which had been recommended by the staff of the Department of City Planning; and he remarked that great development has occurred at every station along the rapid transit route in Stockholm, Sweden.

E. P. Williams, a property owner in the Glen Park neighborhood, advised the Commission that it is anticipated that the Glen Park BART station will handle a greater amount of home-bound traffic than any other station in the BART system, and, as a result, he felt that properties in the area should be permitted to be developed with buildings in excess of 40 feet in height.

Bernard Kelly, owner of property in the Glen Park Neighborhood, stated that he had already written a letter to the Commission explaining his reasons for requesting that greater height be allowed in the vicinity of the Glen Park BART station. He stated that an estimated 25,000 people will pass through the Glen Park station each day; and, as a result, the character of the neighborhood will be changed. At the same time, he felt that the rules which are applied to the neighborhood should be changed. He remarked that residents of the neighborhood had initially been opposed to construction of a BART station in their area; however, they had been promised that the station would result in rebuilding of the area and a new style of living. Consequently, property owners in the area had been shocked when they had learned that they would be the only neighborhood adjacent to a BART station which will be subject to a repressive 40-foot height limit. He stated that 340 residents of the area, 90% of whom live within a four-block radius of the BART station, had signed a petition favoring a height limit in excess of 40 feet; and he indicated that several of the leading citizens of the neighborhood had subscribed to the petition. A letter which he had received from the Director of Planning in reply to a letter which he had sent to the Commission seemed to contain only "double talk"; and it had not answered the basic question which he had raised asking for an explanation of why the Glen Park BART station is the only BART station in the system which will be subject to a 40-foot height limit. He felt that the Glen Park station area should be treated the same as other areas; and he believed that his neighborhood should be entitled to at least a 120-foot height limit which would still permit buildings only one-half as high as would be permitted in the 240-foot height limit district which had been recommended for the Ocean Avenue BART station. He emphasized that the individuals who were requesting higher height limits in the vicinity of the Glen Park station are property owners. While the letter which he had received from the Director of Planning had stated that the station area is surrounded by a neighborhood of low height and low density zoning, he felt that the existing zoning and height limits were not relevant to the type of development which will be generated by the BART station. The Glen Park BART station will not serve as a transfer point but as a destination for commuters. Mr. Kelly remarked that the Municipal Railway presently has a patronage of only 200 people per day from the Glen Park area; and, since it

would have been absurd to construct an \$11 million BART station to serve only 200 people, he felt that it was obvious that the number of people frequenting the area each day would be increased dramatically. The Director of Planning had previously remarked that Glen Park reminds him of a New England community; but he felt that it would be ridiculous to deprive an entire neighborhood because of the homesickness of one man. He was relieved that the Director was not homesick for Virginia City. In conclusion, he stated that he was not requesting that the Commission bend its rules but that they apply them equally.

James Branson stated that downtown San Francisco has been almost completely destroyed and has become an "anti-environment". He believed that the destruction is moving outward toward the residential neighborhoods of the City; and he was concerned about the possibility that the destruction might increase. Despite the remarks which had been made by Commission Mellon at the beginning of the meeting, he felt that a proposal combining Propositions "T" and "P" could pass on the next ballot. He remarked that yesterday's newspaper had contained an article in which a member of the Board of Permit Appeals had been quoted as having stated that it was unfortunate that a developer had been faced with the situation in which \$1 million worth of property with taxes of \$20,000 had been lying idle because residents of the neighborhood had objected to the building which he proposed to construct; and he felt that that was a cynical approach to have been taken toward a situation in which residents of the neighborhood had had to fight for their environment. In his opinion, most of the cities in the United States have already been destroyed by city planners. He felt that the best planners are actually people from the neighborhoods; and he believed that cities should grow organically. Since he believed that the burden of proof should be placed on the rich rather than on the poor, he agreed with previous speakers that developers should be required to submit environmental impact statements on their projects.

John Jacobs, Executive Director of the San Francisco Planning and Urban Renewal Association, spoke on behalf of Robert Kirkwood, President of the organization. He expressed appreciation for the process which had been followed by the Commission in consideration of the proposed height and bulk ordinance; and he was pleased by the responsiveness, in part, of the staff of the Department of City Planning to the recommendations which had been made by his organization and other groups. He cautioned that individuals would ultimately appear before the Commission seeking speculative benefits; and especially since the final decision on the proposed ordinance would be made by the Board of Supervisors following its own public hearings, he felt that the Commission should recommend the adoption of an ordinance based on planning principles.

William Barry, President of the James H. Barry Company, located at 170 South Van Ness Avenue, submitted a brochure to individual members of the Commission and read the following statement:

"I am present this evening to ask that the 40 foot height limit proposed by the Planning Commission Staff in the area of South Van Ness, Howard and Mission Streets be changed to the 105 foot level commensurate with the surrounding area.

"Speaking generally, this is an industrial area which embodies many manufacturing firms and the height limitation would be detriment to all concerned.

"Speaking specifically on behalf of The James H. Barry Co., my reason for requesting such action is the fact that we are a medium sized printing concern, we are neither large nor small and therefore are faced with one of three alternatives:

- "1) Remain the same size and gradually atrophy
- "2) Shrink our Company by means of eliminating some of our marginal operations and personnel and move to a smaller location
- "3) Merge with other printing concerns to secure our position and add to the growth of The City

"The first two alternatives are of benefit to no one and are personally distasteful to our Company for obvious reasons, including two of paramount concern.

- "1) Civic Pride: The James H. Barry Co., founded in 1879, has been a part of The City for over 90 years and has contributed to its economic and social growth despite earthquakes, fires, depressions, and wars. We feel confident that San Francisco would not like to see this old established business close its doors.
- "2) Loss of Employment: If we are forced to curtail our operations or go out of business, many loyal employees representing five major Unions in this area would be faced with the stark reality of unemployment. We feel that we have an obligation to prevent this from happening.

"Therefore, Ladies and Gentlemen, the third alternative, namely, merger, is the only sensible avenue to pursue and this is exactly what we intend to do.

"We have been contemplating merger with other firms for some time. Our plans include the utilization of the property at 170 South Van Ness as it affords the best location for future growth.

"However, the 40 foot height restriction would rule out the location on South Van Ness and would result in one of two effects:

- "1) There would be no merger
- "2) The merged parties would be forced to move out of San Francisco to a more favorable tax area where we would not be bound by height and bulk controls.

"The fact that we have been a part of the San Francisco scene since 1879 makes any decision to move out of The City unsavory--but if it becomes our only means of survival, we are left with no other choice.

"It is a sad commentary indeed that the printing business which, at one time, was the number one industry of San Francisco has experienced an exodus of some of its oldest and largest members.

"We of The James H. Barry Co. sincerely hope that our plant will not be forced to re-locate because of restrictions placed upon our contemplated expansion plans.

"Before discussing the Staff's reason for the proposed 40 foot height limit in our general area, I wish to preface my remarks by saying that my comments should in no way be construed as a criticism of their efforts or a vilification of their findings. On the contrary, it is quite obvious that they have worked diligently and have devoted much time, thought and effort in the interest of keeping San Francisco the great City that it is. However, because of the vastness of this project, it is an almost insurmountable task to delve into each individual case affected by their proposal.

"The reason given by the Staff favoring the height limitation for the area in question is that the panoramic view from the Freeway would be obscured by any development higher than 40 feet.

"At this time I should like to present my views on their conclusion:

- "1) Safety: According to statistics from the Golden Gate Bridge Authority and the Division of Bay Toll Crossings representing the Bay Bridge, the percentage of single occupant vehicles entering San Francisco at these respective points is over 70%. This figure, I believe, would be applicable to all Freeway traffic. If these drivers were preoccupied with admiring the view from the Freeway and not concentrating on the hazardous job of driving on a high-speed thoroughfare, they could well end up as non-tax paying residents of the city of Colma.

- "2) Will the Panoramic View at this point be destroyed? It can be reasonably rebutted that aside from the single occupant vehicles on our freeway, there are many tourists with their families entering our City. I have taken the liberty of photographing at random the present 'panoramic' views afforded from the Freeway of the location in question. (See Photos C, D, E, and F). You will note that there are buildings much higher than we contemplate already obstructing the view, and that the addition of a well designed structure at this point would enhance, rather than detract, from the overall view from the Freeway. (See Photo and Plan G).

"Therefore, in summation my position is this:

- "1) Our general area is industrial in nature and if it is to grow and contribute to the tax rolls of San Francisco, it should not be limited to a 40 foot height level.
- "2) Speaking specifically concerning The James H. Barry Co.:
- a) If we cannot grow by means of mergers because of height limitations,
 - (1) We will be forced to curtail our operations or close our doors, or
 - (2) Move with our merged partners to an area which affords a better tax base and is not restricted by height and bulk controls.
 - b) Results:
 - (1) Loss of thousands of dollars to the tax rolls of San Francisco (Last year The James H. Barry Co. contributed \$36,000 in property, payroll, and sales taxes.)
 - (2) Loss of employment - At a time when the employment picture in this City is bleak indeed, it would be tragic to compound this situation by inflicting restrictions which would economically affect the lives of many employees.
- "3) The logic behind the height proposal in this area, regardless of economic or nostalgic reasons, is questionable. Already the area is surrounded by structures over 100 feet in height, as can be seen by photographs submitted, and the addition of any building over 40 feet to the existing landscape will not detract from the panoramic view from the Freeway.

"Therefore, Ladies and Gentlemen, it is in the best interest of the City of San Francisco that the proposed height limit of 40 feet in this area be changed."

Commissioner Fleishhacker asked if the sketch on the last page of the brochure was intended to indicate the type of development which was being contemplated for the property; and, if so, he inquired what the height of the building would be. Mr. Barry replied that the height of the building would be approximately 80 feet. In response to another question raised by Commissioner Fleishhacker, Mr. Barry replied that the building would be used as a printing establishment, but that related firms other than printing firms might be located in offices in the upper part of the building.

Commissioner Fleishhacker questioned whether it would be feasible to install printing presses on the 8th floor of a building; and he observed that most printing establishments prefer to locate their presses on the ground floor.

Commissioner Ritchie stated that other multi-story printing companies presently exist in San Francisco, ranging in height from 4 to 12 stories.

T. Max Kriesche, Jr., a property owner on Russian Hill, felt that property taxes should be adjusted accordingly if a 40-foot height limit were to be adopted for properties in his neighborhood; and he asked how that situation would be handled. He also observed that under the staff recommendations, Nob Hill would have height limits ranging from 130 to 320 feet while Russian Hill would have a flat 40-foot height limit; and, since Nob Hill already has a greater density of people and automobiles than Russian Hill, he wondered how the staff of the Department of City Planning had arrived at its recommendation.

Peter Christelman, representing San Francisco Tomorrow, felt that the staff of the Department of City Planning deserved the highest praise for its responsiveness to the public's reaction to its original height limit recommendations; however, he felt that additional changes should still be made. A 105-foot height limit on Irving Street between 19th and 24th Avenues would block views of Golden Gate Park, and he felt that the height limits should be lowered in accordance with the wishes of the residents of the area. He regretted that an 80-foot height limit had been recommended for property in the vicinity of St. Mary's Hospital; and he remarked that one of the saddest things which had happened recently was the loss of views of the beautiful spires of St. Ignatius Church which have disappeared behind the new St. Mary's Hospital building, a rectangular box of the most inconsequential design. He suggested that a 40-foot height limit should be established around St. Ignatius Church. He felt that a maximum height of 40 or 50 feet would be more appropriate for upper Market Street than the 65-foot height limits which had been recommended by the staff of the Department of City Planning; and, while he acknowledged that additional height might be desirable on Upper Market Street east of Duboce Avenue, he felt that the 80-foot height limit district which had been recommended by the staff would threaten both the views and the density of the Upper Market neighborhood. In addition, an excessive height limit would threaten two of the most interesting Victorian houses in the City which are located on the southwestern corner of Duboce Avenue and Guerrero Street. The height limits which had been recommended by the staff for the Southern Pacific Railroad Yards could cause damage to views from Potrero Hill; and he was convinced that construction of buildings on that property having a height in excess of 120 to 130 feet would impair views of the Bay Bridge.

He was also concerned about the portion of downtown which is located north of Sacramento Street, between Montgomery Street and Nob Hill. That area serves as a transition between the nearby financial district and North Beach and Chinatown; and it also acts as a buffer zone between the residents of Chinatown and the commercial activities which take place Downtown. The staff of the Department of City Planning had proposed height limits of 300, 320 and 400 feet for that area; and he urged that those height limits be re-examined and that lower height limits be considered. He agreed with the recommendation of the staff to reduce the height limits around Hallidie Plaza; however, in order to preserve historic and interesting buildings in that area, felt that it would be desirable to extend the proposed 160-foot height district eastward. He stated that he had only summarized the statement which he had prepared; and he indicated that he would make copies of the complete statement available to each of the members of the Commission.

Fred Garner, representing Foremost Foods, stated that his firm has plans to install new 40,000 gallon tanks on their property; and, since the new tanks would rise to a height of approximately 65 feet, the 40-foot height limit which had been recommended by the staff of the Department of City Planning for the property would affect their plans.

Commissioner Ritchie stated that it was his understanding that tanks, towers, and other industrial structures of that nature would be permitted to exceed the height limits which were being recommended. President Newman confirmed that that was the case.

Michael Murphy, 1344 5th Avenue, stated that he had requested a 40-foot height limit for his neighborhood. Yet, the staff of the Department of City Planning had recommended a height limit of 105 feet for Irving Street west of 19th Avenue. He stated that he had taken another look at that area and had observed that most of the buildings which presently exist have heights of only one, two, three or four stories. In fact, the highest buildings which presently exist in the area lie west of 24th Avenue in an area which will be subject to a 40-foot height limit. He also remarked that he had been in the neighborhood at 10:00 at night and found only one drug store open. As a result, he felt that it should be apparent that there is no need for higher buildings on Irving Street; and he again requested that a 40-foot height limit be established for that area. He had also previously requested that Polytechnic High School be given an "Open Space" designation; however, the staff had rejected that request because an Open Space designation would make replacement of the present sub-standard school impossible. He believed that the construction of the school building is sound; and he felt that it should be given an Open Space designation. With regard to the University of California Medical Center, he urged that all of the campus property where buildings are not presently located be designated for Open Space. In conclusion, he stated that navigation charts have used the dome of City Hall as a bearing point; however, because of recent high-rise construction, it is no longer possible to see the dome from the Bay. He urged that lower height limits be established throughout the City.

Alvin Hayman felt that 40-foot height limits should not be established for districts which are subject to R-4 and R-5 zoning. Properties located in such districts should be subject to 50-foot, or in some cases, 100- or 110-foot height limits.

Beatrice Stern expressed her appreciation to the Commission for proposing a 40-foot height limit to preserve the views and the amenities on the top of Russian Hill.

Kay Campbell, owner of property in the vicinity of 48th Avenue and Balboa Street, stated that the noise in her neighborhood is terrible at the present time; and she could hardly imagine what the noise will be like when the new development at Playland is constructed. She also regretted that the new development will block views; and she advised the Commission that Proposition "P" had received a majority of the votes cast in her precinct.

President Newman stated that the Director was prepared to comment on statements which had been made by members of the public during the course of the hearing. After discussion, the Commission requested that the Director present his comments during its regular meeting on Thursday, June 15.

At 10:50 p.m. President Newman adjourned the meeting until June 29, 1972, at 3:00 p.m. in Room 282, City Hall.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the regular meeting held Thursday, June 15, 1972.

The City Planning Commission met pursuant to notice on Thursday, June 15, 1972, at 2:00 p.m. in the meeting room at 100 Larkin Street.

PRESENT: Walter S. Newman, President; Mrs. Charles B. Porter, Vice-President; James J. Finn, Mortimer Fleishhacker, Thomas G. Miller, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: None.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V (Zoning); Maurice F. Groat, Planner IV - Urban Systems Analyst; Peter Svirsky, Planner IV (Zoning); R. Bruce Anderson, Planner III - Administrative; James White, Planner III; Charna Staten, Planner II; and Lynn E. Pio, Secretary.

Ralph Craib represented the San Francisco Chronicle; Donald Canter represented the San Francisco Examiner. Television Channel 9 was also represented.

APPROVAL OF MINUTES

It was moved by Commissioner Fleishhacker, seconded by Commissioner Ritchie, and carried unanimously that the minutes of the meeting of May 18, 1972, be approved as submitted.

At this point in the proceedings, Commissioner Miller arrived in the meeting room and assumed his seat at the Commission table.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, advised the Commission of various meetings which have been scheduled for next week.

The Director informed the Commission that the proposed Jackson Square Historic District designation will be considered by the Planning and Development Committee of the Board of Supervisors next Tuesday afternoon, June 20, at 2:00 p.m.

The Director announced that his Administrative Assistant, R. Bruce Anderson, is leaving the Department of City Planning to spend a year in Europe. He then introduced Charna Staten, who will replace Mr. Anderson in the position.

President Newman expressed the Commission's high regard for Mr. Anderson and wished him well in the future.

Mr. Anderson stated that he could not think of a better city in which a beginning professional planner could work with government agencies and with the private sector to put together and keep together a city for whom all parties have so much affection.

The Director distributed and summarized a memorandum which he had prepared to provide information to the Commission on various State laws which have been enacted or are now being considered and which will have an effect on the work program of the Department of City Planning. The Commission accepted the report and authorized the Director to apprise the Board of Supervisors of the circumstances involved.

The Director advised the Commission that he would comment on statements which had been made during the Commission's Tuesday evening hearing on the revised City-wide height and bulk controls at the conclusion of this afternoon's agenda.

Commissioner Ritchie recalled that the Commission had previously taken a position that the building at Broderick and Pacific which used to house the Arab Consulate could be occupied by a couple and a specific number of unrelated individuals; and he indicated that he had received a telephone call from an individual who had advised him that the number of people presently occupying the building exceeds the maximum permitted by the Commission's action. He asked the staff of the Department of City Planning to look into this matter and to report to the Commission at its regular meeting next Thursday.

PRESENTATION OF 1971 HOUSING INVENTORY REPORT

Maurice F. Groat, Planner IV - Urban Systems Analyst, presented the report and summarized the basic information contained in the report as follows:

- "1. In 1971, a net gain of 940 units was the best showing since 1966 for the City. This net gain, the difference between 1,497 units certified complete and 557 units demolished (exclusive of hotels and lodging house rooms) is largely due to the completion of projects in redevelopment areas and public housing.
- "2. A pattern of loss in lower density (three-unit or less) structures and units continues, despite completions. However, overall, the City showed a net gain in structures, which is a contrast with annual net losses of residential structures since 1968. The lowest figure since 1967, 557 units, were recorded demolished in 1971. The largest single category of loss was in single-family units, most of which were taken in private market actions. Public action accounted for a lower percentage of units this year than last.

- "3. Over 50 percent of the certified completions were in buildings or complexes containing twenty or more units. In this respect, the trend for building in San Francisco follows the pattern of the Sixties, in which higher densities are reinforced, often at the expense of lower-density housing. Nearly three-quarters of all units completed were in structures or complexes containing five or more units.
- "4. In 1971, permits issued in San Francisco for residential construction amounted to about 5 percent of the authorizations for the nine-county Bay Area, and about 7.5 percent of the total estimated cost of construction. At the same time, San Francisco's dollar share of nonresidential construction was 44.9 percent. A review of the years 1967 - 1971 reveals a consistent pattern, though the City's share of nonresidential cost is less. These figures tend to underscore the changing functions of San Francisco in the region.
- "5. Cost figures compiled for the last five years show that San Francisco has never ranked less than fourth among counties in average estimated cost per dwelling unit. Since 1968, the place of San Francisco has risen steadily until, in 1971, its average cost figure was highest for all nine counties. This is significant because in the counties which consistently exhibited higher costs (Marin and San Mateo), single-family dwelling units predominate, and the lower costs of multiple unit development should have offset this figure. If it is remembered that the land costs and other charges are not included in the estimate of construction costs, the price of new housing in San Francisco is significantly higher than in surrounding counties.
- "6. Most districts of the city showed a net gain in housing. Especially high were those in which redevelopment and public housing units were completed. This was especially true of the Western Addition area and the area including Diamond Heights and the site of new housing for elderly persons in the Mission District. The Richmond and Outer Sunset were next in gains; and in the former, the two- to four-unit building predominates completion. Their growth in the Richmond was accompanied by a loss of single-family units there, a pattern familiar to those who followed residential development in the Sixties."

At the conclusion of the presentation, Mr. Groat responded to questions raised by members of the Commission.

REVIEW OF THE PRESIDIO MASTER PLAN

James White, Planner III, reported on this matter as follows:

"Background"

"In November of 1969, the staff of the Department presented the Commission a report on the Presidio Master Plan. One result of this report was a 'Memorandum of Understanding' between the City and the Presidio. The 'memorandum' designates the Director of Planning as the City's coordinator for matters of material planning concern.

"In response to this 1969 report, the Presidio officials indicated that they hired a planning consultant to revise their Master Plan.

"On May 12, 1972, Col. Fellows, Commandant of the Presidio, presented to the Director of Planning this newly revised General Site Plan for the Presidio and requested an early response from the Department on this General Site Plan. Since the May 12 presentation, the Army has made available two Master Plan support documents, noting that the Master Plan consists of three elements: the 'General Site Plan', 'The Analytical Report' and 'The Building Information Schedule.' On April 13, I wrote a brief response to the General Site Plan. The following is an excerpt from that letter.

"Staff Comments"

'In the 1972 Presidio Master Plan, two particularly notable, positive changes have occurred: 1) No new housing has been proposed, a major problem in the 1969 Plan; and 2) Efforts have been made to make open space, previously closed, available for use. One such example is Rob Hill, an area now shown in the Master Plan as open space. Both these revisions represent important preservation of Presidio lands. In these regards, we feel that the planning is excellent.

'There would seem to remain two major issues, as well as some detailed matters in the revised Plan, that we think may require further attention.

'In the review of the 1969 Master Plan, pages 7 and 8 discussed the Crissy Field issue. The City Planning Department has noted no change which would negate the argument for re-evaluating the use of this area as an airfield. The introduction of the

concept of a Golden Gate National Recreation Area increases the need to make this area available as a part of a continuous public coastal open space system.

"The expansion of Park Presidio Drive discussed in the 1969 review is not consistent with City policy. The Presidio Revised Plan has not eliminated the possibility of freeway expansion but this is more appropriately an issue between the City and the State Highway Commission.

'There are several minor issues which can probably be negotiated under the 'Memorandum of Understanding' and at this point seem to present no great problem. They are noted only to state our concern with each item:

- '1. There are minor differences between the Urban Design Bulk and Height mapping for open space and the Presidio Plan. Adjustments are being made in the Urban Design Plan to accommodate the Presidio Plan with a resultant net gain in designated open space.
- '2. Four structures planned for north of Crissy Field -- the USAR air field facility and the port engineers facilities -- are within the proposed coastal open space system. The planning of these structures is a part of the question of appropriateness of Crissy Field. Final plans for these buildings should be delayed until a firm decision is made concerning Crissy Field.
- '3. The location of the new ammunition storage facilities falls within a significant open space area. Might not one of the existing 'batteries' present a more appropriate site that could be reasonably converted to this use?
- '4. Several roadway improvements seem unnecessary and would only tend to increase traffic in the Presidio. These include straightening of Arguello Boulevard at the golf club; and new Polin Circumferential Road; the straightening of Presidio Boulevard; the straightening of Lincoln Boulevard; the new loop around the Sixth Army RCTG Headquarters; and the new Infantry Terrace connection behind the Officers Club to Arguello Boulevard. Improvement of any of these, as noted on the plan, in our judgment would lead to increased through, non-Army traffic and increased speeds. The present road system seems more consistent with the stated desires of the Sixth Army and the City to maintain the recreational, open space character of this area at speeds consistent with the safety of Army personnel living here. The proposed widening and straightening projects, the introduction of more turn lanes, or the introduction of traffic control lights are all actions which seem to induce more traffic and allow greater speed.'

"It should be noted that in the plan shown today, there have been three changes in response to item 4 of my April 13 letter deleting the earlier proposals for roadway widenings. The Presidio officials have indicated that they wish to discuss the remaining changes requested in Item 4 as well as Item 3 with the Department staff.

"The Golden Gate National Recreation Area

"The proposed Golden Gate National Recreation Area, when approved by Congress, will have a major effect on the Presidio Master Plan. The 'Analytical Report' recognizes this fact, but notes that they will not attempt to respond to this change until firm boundaries are established.

"With exception of the ammunition storage facility noted above, new buildings shown north of Mason Road in the Fort Scott area and west of Lincoln Boulevard - the areas being discussed as part of the Golden Gate National Recreation Area - are not scheduled for construction within the next five years. Action on the Golden Gate National Recreation Area is expected before planning for these structures becomes critical."

Commissioner Porter asked if the staff of the Department of City Planning was basically in agreement with the proposals contained in the revised Master Plan. The Director replied in the affirmative. While the Master Plan contained some proposals which affected areas over which the Army has no jurisdiction, the remainder of the Master Plan, with the exceptions noted in the staff report, was acceptable. He emphasized that the revised Master Plan would use less land in the Presidio for development than the previous Master Plan; and it would interfere less with existing open space. While the Master Plan did call for expansion of Park Presidio Boulevard, questions raised by that proposal would have to be resolved between the State Division of Highways and the Presidio.

Commissioner Ritchie questioned whether the new roadways being proposed in the Presidio are actually needed by the Army; and the location which had been chosen for the new ammunitions storage facility was inappropriate. Mr. White stated that the Presidio had promised to discuss those matters further with the staff of the Department of City Planning.

Commissioner Ritchie noted that the Director, during his presentation of height and bulk recommendations to the Commission on May 25, had stated that the Army had agreed to a considerable expansion of property designated as "Open Space" within the Presidio; and he wondered if the additional Open Space was reflected in the revised Master Plan. The Director replied in the affirmative and indicated that the Army's decision not to construct housing which had previously been proposed would result in the preservation of existing open space.

The Director recommended that the Commission endorse the memorandum which had been prepared by the staff and that it authorize him to transmit the report to the appropriate City officials and to keep working with the Presidio towards the achievement of San Francisco's objectives.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Ritchie, and carried unanimously that the memorandum of the staff of the Department of City Planning dated June 15, 1972, be endorsed and that the Director of Planning be authorized to transmit the report to the appropriate City officials and to keep working with the Presidio towards the achievement of San Francisco's objectives.

REVIEW OF FINAL PRELIMINARY PLANS FOR PACIFIC MEDICAL CENTER OFFICE BUILDING.

Robert Passmore, Planner V - Zoning, reported on this matter as follows:

"Pursuant to City Planning Commission Resolution No. 6759 authorizing the conditional use rebuilding and expansion of Pacific Medical Center in accordance with a specified master plan, the final plans for the first building to be built since the adoption of that resolution, the first phase of the professional office building, have been scheduled for review today as required under Condition 13 of the subject resolution.

"These plans are identical in concept to plans submitted to the Commission in September 1971 for review with the overall master plan approved by the Commission at that time. The building steps down from a maximum height of 86 feet above Buchanan Street grade for the southwestern portion of the building to five feet above Buchanan Street grade at the northern portion of the building. The building which would contain six floors of medical clinic and office space would have its principal entrance opposite the intersection of Clay and Buchanan Streets and opposite the entrance to the newly constructed hospital building immediately south of the proposed medical building. The interior room layout has not yet been completed and thus is not shown on the drawings presented for review today.

"As the earlier schematic plans indicated, 210 off-street parking spaces have been provided in a four-level parking garage entered from Buchanan Street and exited to former Clay Street. The garage is below the Buchanan Street grade. Approximately sixty of the parking spaces, one level of the garage, may be eliminated in this plan, and relocated in the interim parking lot to be provided at the northeast corner of Sacramento and Webster Streets just as soon as the old Lane Hospital and Cooper Building are demolished. This would occur prior to the occupancy of the proposed clinic and office building.

"The exterior of the subject building would be a light colored concrete. Extensive planting boxes are proposed along the northern facade of the building. These boxes are proposed to be of a non-reflective metal.

"Condition 13 of Resolution No. 6759 requires approval by the Commission of the final preliminary plans for the clinic and office building prior to approval of building permits for this phase of construction.

"Not requiring specific Commission approval at this time, but part of the general consideration, is the proposed landscaping treatment and control of traffic along Buchanan Street between Sacramento and Washington Streets. A proposal which has been worked out through the joint efforts of the Medical Center, surrounding neighbors, Department of Public Works, Fire Department and Department of City Planning has been submitted for informal review by the Commission. This plan, which must be submitted formally for master plan review as a revocable permit, would block through traffic on Buchanan Street between Clay and Washington Streets and direct traffic to the new hospital and proposed clinic and office building by use of center planting strips and street barriers. The planting primarily trees, would be installed and maintained by the medical center."

Allan B. Jacobs, Director of Planning, stated that the final preliminary plans were in conformance with the conditions previously established by the Commission; and he recommended that the plans be approved subject to four specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission.

At the request of President Newman, Mr. Passmore offered a more detailed description of the traffic controls being proposed and the means of access and egress from the parking garage which would be located beneath the office building.

Commissioner Rueda asked if he were correct in his understanding that the traffic controls would be interim in nature and would become permanent only if they proved to be effective and efficient. Mr. Passmore replied in the affirmative.

Clifford Schwarberg, President of the Pacific Medical Center, stated that he had not known prior to this afternoon's meeting that the traffic control devices would be in place for a full year. He felt that it would probably be possible to make a decision regarding the effectiveness of the traffic control devices at an earlier date; and, therefore, he felt that a requirement for a one year trial would be undesirable. He believed that the traffic control devices would cause a very difficult problem at the intersection of Buchanan and Clay Streets, particularly if no provision were to be made for an "escape route" on Clay Street. He also remarked that the traffic plan would call for the removal of all on-street parking spaces on Buchanan Street in front of the hospital; and he felt that small delivery trucks servicing properties in the area might create serious traffic problems. In conclusion, he indicated that the Pacific Medical Center would be willing to give its best effort towards fulfillment of the other recommendations which had been made by the staff of the Department of City Planning.

President Newman asked if the proposed medical office building would be painted. Mr. Schwarberg replied that the plans called for the outside walls of the building to be natural concrete without paint. The Director pointed out that Condition No. 1 of the draft resolution specified that the proposed building should be lighter in color than the newly constructed hospital.

President Newman stated that he had received a letter from Mrs. Arthur Bloomfield, 2229 Webster Street, stating that the Medical Office building and the traffic devices being proposed for Buchanan Street would ultimately increase the amount of traffic on Webster and Laguna Streets. Therefore, she was requesting that arterial stop signs be placed on Webster Street.

The Director stated that the Department of City Planning technically has no control over the placement of arterial stop signs; however, he indicated that the Department would be willing to work to achieve what the neighborhood wants.

Richard Darlinghouse, 2310 Buchanan Street, spoke as Vice-President of the Pacific Heights Neighborhood Council. He stated that residents of the neighborhood had voted unanimously on February 15, 1972 to adopt a resolution which contained the following six points:

- "I. That traffic control, in the form of a 4 way stop sign at Webster and Washington Streets and a 2 way stop sign on Webster at Clay be provided for the residential block of Webster between Clay and Washington.
- "II. That traffic control, in the form of closing Clay at the Buchanan intersection, and the necking of Clay at the Laguna intersection be provided for the residential block of Clay between Laguna and Buchanan.
- "III. That traffic control, in the form of confining hospital oriented traffic to the block of Buchanan between Sacramento and Clay and directing the parking lot traffic to one way, North bound only on the west side of Buchanan, be provided for the residential block of Buchanan between Clay and Washington.
- "IV. That PMC and the developers of the doctor's office building design, build and maintain suitable on and off site improvements to accomplish these ends.
- "V. That at the end of one year after the completion of the A-1 building the neighborhood, the hospital and the Planning Department staff shall review the traffic flow and make recommendations for modifications if necessary. At that time, the hospital shall design, build, and maintain any further improvements that would be necessary to render the traffic control permanent. In the case of a dispute between the neighborhood and the hospital, the recommendation of the planning staff shall be binding.

"VI. That there be further clarification to the use of the parking garage under the A-1 building. It is the understanding of the neighborhood that: the garage will have facilities for 210 cars and that there will be no public access to any other garage from the Buchanan street entrance. Further, that the Buchanan street entrance will be used as an exit only during the construction of the A-2 Building and only then by specific approval of the Planning Commission at the A-2 public hearing.

Mr. Darlinghouse emphasized that the resolution had made it clear that the traffic controls should be in effect one year before modifications are considered; and, since he felt that the impact of the hospital and medical office building would not "jell" for at least one year, he believed that the time limit should not be shortened. He stated that the people who had signed the petition had taken the position that they would not support any application for construction of the proposed building until the six points were resolved; and, if the Commission did not intend to take action on the matter of traffic controls during the present meeting, he wondered when action on those matters would be scheduled.

The Director stated that the proposed traffic controls would come before the Commission in the form of a referral at some later date. He stated that the applicant had already filed the necessary applications.

Mr. Darlinghouse then requested that the Commission postpone action on the final preliminary plans for the Medical Office Building until such time as the matter of traffic controls can be acted upon, also. If the plans were to be voted upon first, he felt that residents of the neighborhood would lose their leverage with the Pacific Medical Center.

Commissioner Rueda asked if traffic counts had been taken in the neighborhood. Mr. Passmore replied in the affirmative but indicated that the count which had resulted was quite small; and, since the count was made while the hospital building was under construction, he was not sure of its accuracy. He observed, however, that Buchanan Street will probably not carry a heavy volume of traffic in any case since it will be closed a few blocks to the south for the Nihonmachi development.

Mr. Darlinghouse emphasized that no one knows what will happen with traffic in the area; and, for that reason, he felt that it was imperative that the proposed traffic controls should remain in effect for at least one year before any changes or modifications are allowed.

Commissioner Porter, noting that Mr. Darlinghouse had stated that he was afraid that residents of the neighborhood would lose their leverage with the Pacific Medical Center if the building plans were to be approved before action is taken on the proposed traffic controls, asked if the Pacific Medical Center had not been cooperative. Mr. Darlinghouse replied that he had lived in the subject neighborhood for only one year; however, people who have lived in the area for a longer period of time felt that they could not trust the hospital. While they were pleased with the

hospital's new architects and their work, and while the present management of the medical center seemed to be more trustworthy than their predecessors, residents of the neighborhood continued to have reason to doubt their word on some occasions. For example, while Mr. Schwarberg had just stated that he had not previously been aware that the proposal was for the traffic controls to remain in effect for one year without modification, that fact had been clearly stated in the resolution which had been adopted by residents of the neighborhood on February 15, 1972, and which had been made available to the staff of the medical center.

The Director stated that the Commission could include another condition in its resolution which would specify that the building permit for the medical office building should not be issued until a revocable permit for the landscaping treatment and traffic control of Buchanan and Clay Streets has been applied for and approved.

Mrs. Arthur Bloomfield, who was present in the audience, reiterated her request for installation of three arterial stop signs on Webster Street. She also noted that Mr. Passmore, during his presentation, had stated that one level of the proposed parking garage, or the equivalent of 60 parking spaces, would be eliminated from the plans and relocated to the interim parking lot to be provided at the northeast corner of Sacramento and Webster Streets; and, since the overall Master Plan for the Pacific Medical Center does not call for an open parking lot, she wondered what would eventually happen to the 60 parking spaces. Mr. Passmore stated that 210 off-street parking spaces would be required for the medical office building; and under the circumstances, they would have to be provided someplace on the site.

Mrs. King, a resident on Buchanan Street, stated that she had learned that the proposed medical office building would be used as an out-patient clinic for treatment of dope addicts; and she wondered if such a use would be appropriate for a residential neighborhood. Mr. Passmore replied that the staff of the Department of City Planning had been aware that the applicant's proposal included a clinic from the beginning, and believed that the clinic was an appropriate part of a medical office facility.

Mr. Schwarberg stated that the purpose of the clinic would be to take care of out-patients regardless of whether their payments are subsidized or private.

Victor S. Reda, owner of property located at 2271 - 73 Clay Street, stated that he would be opposed to the approval of any plans which would not involve creation of a cul-du-sac at the intersection of Clay and Buchanan Streets since, without the cul-du-sac, traffic to and from the hospital would ultimately be diverted to Clay Street. He also remarked that Mr. Schwarberg had previously assured residents of the area that deliveries to the hospital would be made only from the west and not from Buchanan Street; yet, earlier in the meeting, he had stated that small trucks making deliveries on Buchanan Street might create traffic jams if the proposed traffic control devices were not modified.

Commissioner Fleishhacker believed that Mr. Schwarberg had been referring to deliveries which would be made by small trucks to private houses on Buchanan Street.

William T. Groner, 2315 Washington Street, stated that his faith in the integrity of the Pacific Medical Center had improved considerably since Mr. Schwarberg's arrival; however, prior to that time, the Medical Center had reneged on its promises whenever it found it expedient to do so. For example, the medical center had at one time promised that it would not contemplate expansion northward of the middle of the block between Clay and Washington Streets; yet, an eye clinic was later proposed and approved for property located north of the centerline of the block and ultimately became a part of the hospital complex. In 1967 the City Planning Commission had taken the position that it would not approve any requests for northward expansion of the Medical Center, yet, within two years, the Commission had approved a Master Plan calling for construction of the medical office building now under consideration north of the center line of the block. Under the circumstances, he felt that it should be obvious why residents of the area were sceptical about verbal promises.

A lady who was present in the audience stated that her mother owns property which is located directly across the street from the entrance to the hospital on Buchanan Street. She stated that she was concerned about the amount of traffic which might be routed in front of her mother's property if Clay and Buchanan Streets were to be blocked; and she questioned whether residents of the building would be able to get in and out of their garages under those circumstances.

Mr. Passmore stated that a considerable amount of traffic could be anticipated in the subject block of Buchanan Street regardless of whether the intersection of Buchanan and Clay Streets is blocked or not. He felt that the center island planting strip on Buchanan Street had been located far enough away from the driveways of the apartment house so that it would not create any problems; however, he acknowledged that residents of the building would be faced with the inconvenience of using only Sacramento Street for access and egress. He stated that the possibility of using chains to block Buchanan and Clay Streets had been discussed; however, in addition to the fact that the chains might be removed, they might also be dangerous.

Commissioner Rueda suggested that it might be desirable to restrict the type of traffic allowed on Buchanan Street rather than to block the street entirely. The Director replied that there would be no way to enforce a restriction of that nature.

Commissioner Fleishhacker asked about the width and purpose of the planting strip proposed for the center of Buchanan Street. Mr. Passmore replied that the planting strip would have a width of five feet; and he indicated that the purpose of the planting strip would be to provide a screen between the hospital and the residential buildings on the other side of the street.

Mr. Schwarberg stated that the planting strip could have been provided in the sidewalk area if the curb line had not been moved back towards the property line to accommodate the traffic control proposals; and he felt that a planting screen in that location would have been just as effective as the planting screen being proposed for the center island strip.

Commissioner Porter asked if it was necessary for the center island planting strips to have a width of five feet. Mr. Passmore replied in the affirmative, stating that the width had been required by the Department of Public Works. He stated that a planting strip in the center of the street would be more effective in reducing the scale of the hospital building than would a planting strip along the sidewalk area.

Commissioner Porter moved that the draft resolution be adopted.

Commissioner Fleishhacker asked if the draft resolution specified that traffic control devices should remain in effect for a minimum of one year. The Director replied in the negative but indicated that the Commission might wish to add to the resolution specifying that no building permit should be issued until the revocable permit or the landscaping treatment and traffic control devices have been applied for and approved.

Mr. Passmore stated that it would be undesirable for the Commission to specify that the traffic control devices should be in place for a minimum of one year since unforeseen circumstances might develop.

After further discussion it was moved by Commissioner Finn and seconded by Commissioner Rueda that the draft resolution be amended by inclusion of a fifth condition which would read as follows: "A building permit shall not be issued until such time as a revocable permit for the landscaping treatment and traffic control of Buchanan and Clay Streets has been applied for and approved."

Commissioner Ritchie stated that he becomes upset everytime he sees the massiveness of the hospital building being constructed next door to the proposed office building; and he felt that the mistake which the Commission had made in approving the closing of Clay Street in the subject block had been compounded by subsequent actions. He remarked that neither the hospital building nor the medical office building presently under consideration would be painted; and, while the design of the proposed building was probably the best possible under the circumstances, the medical office building would only be a small part of what is to come in the future. He believed that the massive building being proposed would have a detrimental impact on the environment of the neighborhood; and he intended to be consistent and to vote against the building just as he had when it was previously considered by the Commission on September 30, 1971. He then read the remarks which he had made during the meeting of September 30, 1972, and indicated that his position on the matter remained the same.

Commissioner Ritchie felt that the building presently under consideration was the best which had been proposed for the Medical Center Complex; and he complimented the staff of the Department of City Planning for its suggestions with regard to traffic control on Buchanan Street. However, he felt that both the quality of design of the building and the traffic controls were only a small token of what is needed in terms of the Pacific Medical Center's overall plans; and he intended to vote in opposition to the development. President Newman asked Commissioner Ritchie if he could suggest an alternative. Commissioner Ritchie suggested that the entire

medical center should be redesigned, otherwise, the massiveness of the development which will result will be astounding.

President Newman recalled that the medical office building had been included in the Master Plan which had already been approved by the Commission. Commissioner Ritchie confirmed that that was the case; however, while all of the other members of the Commission had voted in favor of the Master Plan, he had voted in opposition to it.

When the question was called, the Commission voted 6-1 to amend the draft resolution by addition of a fifth condition specifying that a building permit shall not be issued until such time as a revocable permit for the landscaping treatment and traffic control of Buchanan and Clay Streets has been applied for and approved. Commissioners Finn, Fleishhacker, Mellon, Newman, Porter and Rueda voted "Aye"; Commissioner Ritchie voted "No".

When the question was called on the main motion, the Commission voted 6-1 to adopt the draft resolution, as amended, as City Planning Commission Resolution No. 6857. Commissioners Finn, Fleishhacker, Mellon, Newman, Porter and Rueda, voted "Aye"; Commissioner Ritchie voted "No".

At 3:55 p.m. President Newman announced a 10 minute recess. The Commission reconvened at 4:05 p.m. and proceeded with hearing of the remainder of the agenda.

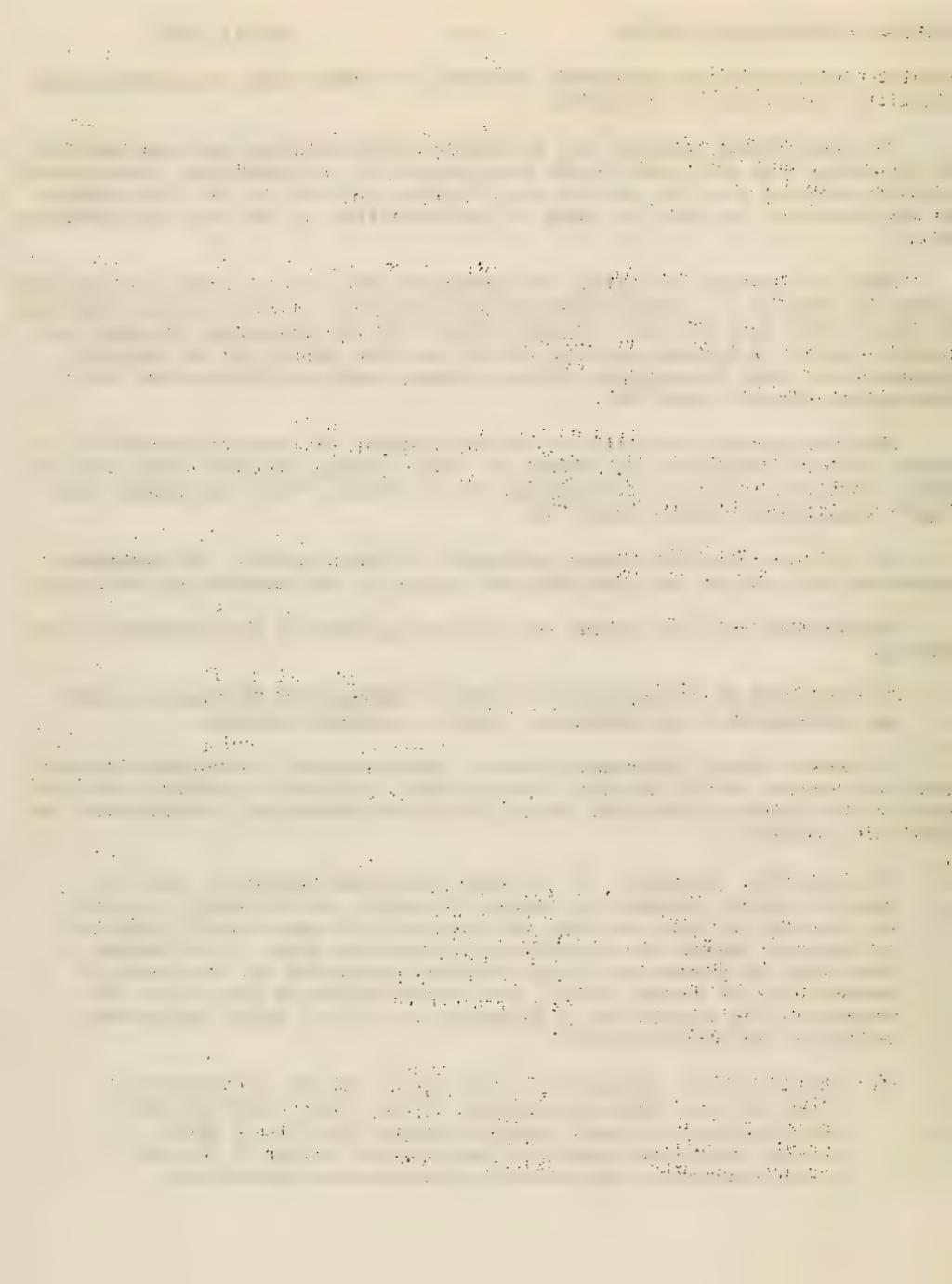
Commissioner Rueda was absent from the meeting room for the remainder of the meeting.

CONSIDERATION OF APPLICATION FOR PERMIT TO DEMOLISH THE ORIGINAL U.S. MINT AND SUBTREASURY AT 608 COMMERCIAL STREET, A LANDMARK BUILDING.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), read from Section 1001 of the City Planning Code, as follows to summarize the purposes of the ordinance which was adopted to preserve historical, architectural and aesthetic landmarks:

"Section 1001. Purposes. It is hereby found that structures, sites and areas of special character or special historical, architectural or aesthetic interest or value have been and continue to be unnecessarily destroyed or impaired, despite the feasibility of preserving them. It is further found that the prevention of such needless destruction and impairment is essential to the health, safety, and general welfare of the public. The purpose of this legislation is to promote the health, safety and general welfare of the public through:

- (a) the protection, enhancement, perpetuation and use of structures, sites and areas that are reminders of past eras, events and persons important in local, state or national history, or which provide significant samples of architectural styles of the past or are landmarks in the history of architecture or which are



unique and irreplaceable assets to the City and its neighborhoods, or which provide for this and future generations examples of the physical surroundings in which past generations lived, ...

- (e) the enrichment of human life in its educational and cultural dimensions in order to serve spiritual and material needs, by fostering the living heritage of the past."

Mr. Steele also reviewed section 1006.2 of the City Planning Code which provides the authorization for the City Planning Commission to consider reports from the Landmarks Preservation Advisory Board on applications for demolition of Landmark buildings and to determine whether the application should be approved or suspended for a period not to exceed 180 days. That section of the City Planning Code also authorizes the Commission to request the Board of Supervisors to extend the suspension for an additional period not to exceed 180 days.

Mr. Steele stated that an application had been filed for demolition of the original U.S. Mint and Subtreasury at 603 Commercial Street, a landmark building. He stated that the Landmarks Preservation Advisory Board had begun its consideration of the subject building in August, 1969; and, subsequently, it had acted to recommend to the City Planning Commission that the building be designated as a landmark on February 18, 1970. The Commission had approved the designation on April 9, 1970; the Board of Supervisors approved the designation on May 11, 1970; the Mayor signed the legislation on May 14, 1970. Mr. Steele reviewed the factors which had led the Landmarks Preservation Advisory Board to recommend designation of the building as a landmark; and he emphasized that both the Landmarks Preservation Advisory Board and the City Planning Commission had given thorough deliberation to the matter before acting on it. He stated that it was his understanding that the applicant, in addition to filing the application for a demolition permit, was also considering the submission of an application for an alteration permit. He stated that the building is presently owned by the Bank of Canton, which also owns adjacent land to the east; and he pointed out that the City Planning Code, in the interest of preserving Landmark buildings, particularly those in the downtown area, permits one hundred per cent of the area ratio attributed to properties occupied by Landmark buildings to be transferred to adjacent parcels of property.

Allan B. Jacobs, Director of Planning, recommended the adoption of a draft resolution which he had prepared which would suspend action on the application for the permit to demolish the original U.S. Mint and Subtreasury for a period of 180 days. In addition, the resolution would request the Board of Supervisors to extend the suspension for an additional period of 180 days if the permit application is not withdrawn within 90 days.

Commissioner Fleishhacker asked if this was the first occasion on which the Commission had been asked to consider an application for a permit to demolish a Landmark building. Mr. Steele replied in the affirmative.

No one was present to speak in favor of the subject application.

Don Stover, President of the Landmarks Preservation Advisory Board, urged the Commission to act as recommended by the Director of Planning and to hold the application for the demolition permit for 180 days.

Francis L. Whisler, a member of the Landmarks Preservation Advisory Board, reiterated Mr. Stover's request and remarked that suspension of the demolition permit would be very important to San Francisco.

Commissioner Porter asked if Mr. Whisler felt that the failure of the Bank of Canton, owner of the subject building, to be represented before the Commission was tantamount to a withdrawal of the application. Mr. Whisler replied that it would be difficult for him to make such an interpretation.

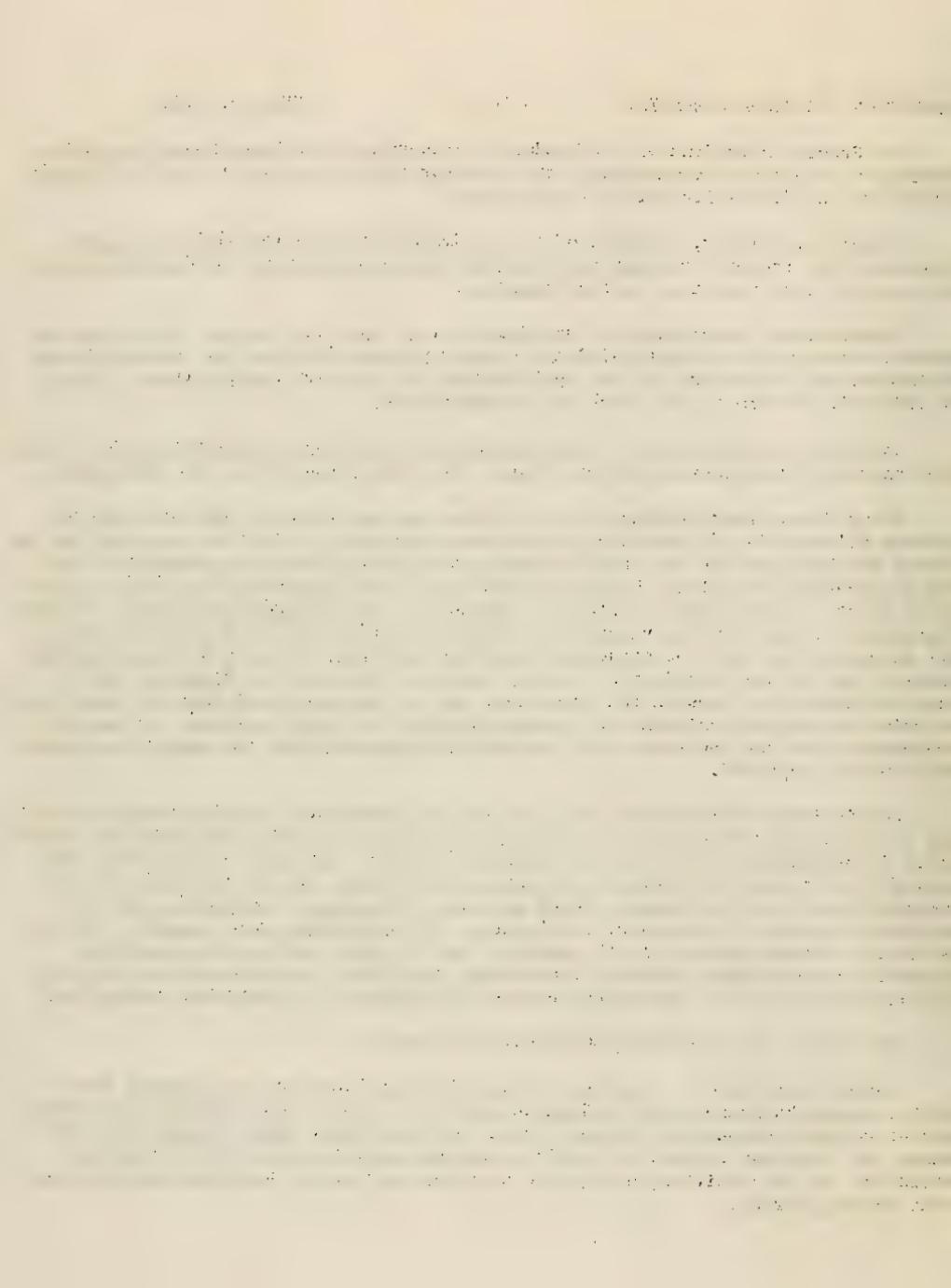
Commissioner Finn asked if representatives of the applicant had appeared before the Landmarks Preservation Advisory Board. Mr. Stover replied in the affirmative.

Henry Preen, representing the California Heritage Council, observed that the subject building is of historical significance not only to the City but also to the State; and he urged not only that action on the application be suspended but that the application be denied. He stated that he is also a member of the National Historic Trust. He had made a collect telephone call to the Washington Office of that organization; and they had recommended that the building not be demolished until all alternate uses for the structure have been explored. He also informed the Commission that he had talked with the only member of the Board of Directors of the Bank of Canton who lives in San Francisco; and he had understood that the possibility of using the subject building for banking purposes is being explored. It was his impression that the gentlemen from the bank had expected that the demolition permit would not be approved.

Commissioner Fleishhacker felt that it was unfortunate that the subject building had been referred to as the "original" mint because of the confusion which might arise in peoples minds between the "original", "old", and "new" mints; and he suggested that it would be desirable to assign a different name to the building. He remarked that he had originally voted in favor of Landmarks designation for the building reluctantly because of the location of the building and because it offers nothing of visual interest to the public. He felt that the building should be renovated and modified; however, since those objectives could be achieved only if the building were to be preserved, he moved for adoption of the draft resolution.

The motion was seconded by Commissioner Porter.

Commissioner Ritchie expressed a hope that San Francisco will someday have a better landmarks preservation ordinance which will assure that Landmark structures can be retained permanently without threat of demolition. Under the present ordinance, all that can be done is to add a few more months to the life of Landmark buildings; and any building designated as a Landmark can be demolished after a one year waiting period.



When the question was called, the Commission voted unanimously to adopt the draft resolution as City Planning Commission Resolution No. 6858 and to suspend the application to demolish the subject building for 180 days.

Mrs. Platt, Vice-President of the Landmark's Preservation Advisory Board, called attention to the fact that John Frisbee, representing the National Historic Trust, was present in the meeting room.

CONSIDERATION OF APPLICATION FOR PERMIT TO DEMOLISH THE HOUSE OF THE FLAG
AT 1652-56 TAYLOR STREET, A LANDMARK BUILDING.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), remarked that designation of the subject building as a Landmark had been approved by the City Planning Commission as recently as February 10; and, therefore, he believed that the history and attributes of the building were well known to the members of the Commission.

Allan B. Jacobs, Director of Planning, recommended the adoption of a draft resolution which would suspend action on the application for permission to demolish the subject building and which would request the Board of Supervisors to extend the suspension for an additional period of 180 days if the application for the demolition permit is not withdrawn within 90 days.

No one was present to speak in favor of the application.

Don Stover, President of the Landmarks Preservation Advisory Board, expressed regret that two applications for permits to demolish Landmark buildings had come before the Commission on the same day; and he again urged the Commission to suspend action on the application for 180 days. He stated that a representative of the owners of the building had met in public session with the Landmarks Preservation Advisory Board; and he indicated that the owners were familiar with the letter which had been sent by the Landmarks Preservation Advisory Board to the City Planning Commission.

Mrs. Platt, Vice-President of the Landmarks Preservation Advisory Board, stated that neither the present nor the previous applicant have plans for new construction on their property; and it seemed to her that the applications for permits to demolish Landmark buildings had been filed to flaunt the Landmarks Preservation Ordinance. In the present instance, the application for a demolition permit had been filed immediately after the Mayor had signed the legislation to establish the building as a Landmark.

After further discussion it was moved by Commissioner Porter and seconded by Commissioner Ritchie that the draft resolution be adopted.

Commissioner Fleishhacker stated that he had voted against the proposal to designate the subject building as a Landmark. Nevertheless, he did not feel that a six months delay would harm the owner of the building; and, in fact, he felt that the owner should submit plans for re-use of the building. He remarked that the Landmarks Preservation Ordinance has no "teeth"; and, as a result, if buildings are

to be preserved, the owners of the buildings must be given some flexibility. In the present case, he felt that a six months delay would provide an opportunity for the Landmarks Preservation Board to influence the owners of the subject property to remodel or improve their building.

Mr. Stover advised the Commission that the "House of the Flag" occupies only a portion of the property owned by the applicants; and he stated that only that portion of the property had been given Landmarks status. He stated that the Landmarks Preservation Advisory Board had asked the owners of the property to explore the possibility of preserving the building or moving it elsewhere on the site.

When the question was called, the Commission voted unanimously to adopt the draft resolution as City Planning Commission Resolution No. 6859 and to suspend action on the subject application for a demolition permit for 180 days.

R71.55 - SALE OF PROPERTY: FIRE HOUSE AT 3160 16TH STREET, BLOCK 3555, LOT 21

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"The property, declared surplus by the Fire Commission, is located at the northwest corner of 16th and Albion Streets, between Valencia and Guerrero Streets. The lot is 25 feet on 16th Street by 85 feet on Albion Street and is zoned C-2. The two-story wood frame fire house with hose tower was built in 1908 and has been abandoned for some time. There is no apparent conventional public use for the site.

"Various community organizations have expressed an interest in acquiring the property. It is within the Mission Model Cities area and an inquiry was sent to the Model Cities Agency asking for a report on whether it could serve the model cities program better by being retained in public ownership or by being sold at auction. The model cities staff has reported informally that it should be kept in City ownership but leased out for community use; the community would remodel it. No details have been offered as to what the use would be or how this would actually be accomplished; nor have any estimates been made of the cost of making it meet code requirements for a place of public assembly. A more specific proposal should be submitted by the Model Cities Agency."

Allan B. Jacobs, Director of Planning, recommended that the property should not be put up for sale at auction at this time but that the Model Cities Agency (or the Mission Model Neighborhood Corporation) should be given the opportunity to prepare a specific, detailed, proposal for its public use and submit it to the Director of Property. If no such proposal is forthcoming within six months time, the sale would be in conformity with the Master Plan.

Carlos Baltodano, representing the Model Cities Agency, expressed satisfaction with the recommendation which had been made by the Director. He stated that Arribos Juntos is interested in leasing the property and remodeling the building for use as offices.

Douglas Weinkauf, representing the Real Estate Department, remarked that the Department of City Planning had written a letter to the Model Cities Agency in December, 1971, asking for their recommendation regarding the disposition of the subject property; and, as a result, they had already had approximately six months to reach a decision.

Gloria Ramos, representing Arribos Juntos and OBEKA, estimated that it would cost between \$50,000 and \$75,000 to rehabilitate the building for office use; and she felt that the organizations which she represented would be able to rehabilitate the building if they were able to obtain a long term lease on the property.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Finn, and carried unanimously that the Director be authorized to report that the property should not be put up for sale at auction at this time but that the Model Cities Agency (or the Mission Model Neighborhood Corporation) should be given the opportunity to prepare a specific, detailed proposal for its public use and submit it to the Director of Property; if no such proposal is forthcoming within six months time, the sale is in conformity with the Master Plan.

R72.28 - VACATION OF LANE STREET AND LeCONTE AVENUE, EAST OF SAN BRUNO AVENUE

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"About a year ago the petitioner purchased excess State Division of Highways lands abutting the unimproved portions of LeConte Avenue and Lane Street between James Lick Memorial Freeway and San Bruno Avenue and also received a quitclaim deed from the State to its interest in these street areas; the petitioner already owned the only other lot abutting LeConte Avenue. She now asks that the City vacate its interest in the same street areas.

"The area in question is at the crest of the gap between Bay View Hill and the McLaren ridge. All of the land is vacant and zoned R-1 except for the northernmost lot which was rezoned to C-2 in 1969 and is occupied by a one-story light industrial building and the Old Crow billboard. The depth of the land between the freeway and San Bruno Avenue is 50 feet.

"The portions of street requested for vacation are thought to be easement streets and amount to about 9,700 square feet.

"The Urban Design Plan contains a number of references which have a bearing on the Lane-LeConte situation:

"Principle 14: Highly visible open space presents a refreshing contrast to extensive urban development. (Fundamental principles of City Pattern.)

"Policy 8: Maintain a strong presumption against the giving up of street areas for private ownership or use, or for construction of public buildings.

"Policy 9: Review proposals for the giving up of street areas in terms of all the public values that streets afford.

"Policy 9a(5): No release of a street area shall be recommended which would result in elimination or reduction of open space which might feasibly be used for public landscaping or public recreation. (Policies for Conservation - Street Space.)

"There is no really satisfactory private land use of the area, which is in the R-1 zoning district. Any kind of residential use this close to the freeway is bound to suffer from the noise of heavy traffic. Rezoning and use for commercial purposes would be detrimental to the residential uses on the west side of San Bruno Avenue, zoned R-3. The best use of this land is open space."

Allan B. Jacobs, Director of Planning, recommended that the proposed vacation of Lane Street and LeConte Avenue be disapproved as in conflict with the Master Plan because the street area is required for open space to meet the principles and policies of the Master Plan.

Hartley R. Appleton, attorney for Mrs. Kingshill, the applicant, stated that his client had purchased surplus properties in the vicinity from the State Division of Highways; and, when the purchase was made, it was their understanding that the street areas presently under consideration had already been vacated by the City to the State. He stated that his client owns property in the center and at both ends of the strip of land which lies between San Bruno Avenue and the James Lick Freeway. He felt that it would be in the best interests of the City if the land could be put to use; and he believed that the best use of the property would result if it were to be rezoned R-3 rather than R-1 or C-2. He remarked that the property had been zoned industrial, that it had later been rezoned to commercial and that it had more recently been reclassified to R-1; and, in his opinion, the City had rezoned the property to R-1 in an attempt to reduce its value. He felt that the street areas in question were too insignificant to be of any use to the City; and, since he believed that the State of California had held title to the street area and had the right to grant a quitclaim deed to his client, the application for the street vacation had been filed only as a courtesy to clarify the issue of ownership of the street areas.

No one else was present to speak in favor or in opposition to the subject application.

Commissioner Finn asked the staff of the Department of City Planning to comment on the legal allegations which had been made by Mr. Appleton.

The Director remarked that the matter had been sent to the Department of City Planning as a referral by the Director of Public Works; and, as a result, he felt that it was apparent that both the Director of Public Works and the Real Estate Department were of the opinion that the matter legally had to be referred to the Department of City Planning. Therefore, it was not true that the matter had come before the Commission as a courtesy. With regard to the issue of ownership, he stated that that would be a matter for the applicant and the City Attorney to resolve. In the opinion of the staff of the Department of City Planning, the property adjacent to the freeway should have been retained as open space and should not have been sold by the State Division of Highways; and, even though the State Division of Highways had made a mistake, there was no reason for the Commission to perpetuate the mistake. In any case, he emphasized that the Commission's opinion is only advisory and that the final decision will be made by the Board of Supervisors.

Mr. Appleton stated that the State-owned property had been on the market two or three times. On two occasions it had been removed from the market to see if the City were interested in acquiring it; and, on both occasions, the City had indicated that it was not interested. As a result, the property had been placed on the market again and had been sold to his client.

Commissioner Fleishhacker remarked that no problem would exist for the applicant if the subject street areas are not owned by the City. However, if the street areas are owned by the City, the Commission's opinion as to whether they should be vacated would be pertinent.

Commissioner Miller remarked that it was apparent that both the Board of Supervisors and the Director of Public Works were of the opinion that the street areas are still owned by the City; and he indicated that that was his opinion, also.

Commissioner Fleishhacker indicated that he would assume that the street areas are owned by the City until someone proves that that is not the case.

Commissioner Ritchie asked if the small triangular parcel which is privately owned in the center of the 50 foot wide strip could be put to any use. Mr. Steele replied that that parcel of property is presently used for parking by an automobile repair shop which is located across the street. He doubted, however, that the property would be suitable for any legal use.

Mr. Appleton stated that the present use of the property has nothing to do with his client.

Commissioner Porter asked if the property owner receives compensation from the repair shop. Mr. Appleton replied in the negative.

After further discussion, it was moved by Commissioner Porter, seconded by Commissioner Fleishhacker and carried unanimously that the Director of Planning be authorized to report that the proposed vacation of Lane Street and LeConte Avenue between James Lick Memorial Freeway and San Bruno Avenue, as shown on SUR-1772, is

in conflict with the Master Plan because the street area is required for open space to meet the principles and policies of the Master Plan.

Continuing the Director's Report, Allan Jacobs summarized orally the Department staff's responses to the testimony at the public hearing of June 13 on the citywide height and bulk proposals, as follows:

Speaking for the Coalition of San Francisco Neighborhoods, Byron Bray acknowledged the changes that had been made in the proposals in the staff report of May 25. He cited the Urban Design Plan, and like other speakers he indicated that the proposals had become more strict than the literal guidelines of the Plan while carrying out its intent. The Coalition asked for an ordinance requiring impact statements for major developments or perhaps for every building project. Statements of this kind are in fact done by the Department on all conditional uses such as hospitals and on many public improvements. Without commenting much further on the impact statement proposal now, I can observe that the Commission and Department are often criticised for having too much discretion now, and that while impact statements are now fashionable there is often no clear understanding of what they should include.

Anna Thompson spoke for the Inner Sunset Action Committee, and she was joined by Walter Susor and John Bardis of ISAC, William McManus of SPEAK and Michael Murphy. These speakers asked for lower height, usually 40 feet, for Irving Street from 19th to 24th Avenue, expressing concern about the effect of taller buildings upon surrounding development. We believe that the greater heights proposed would recognize a major commercial area without adverse effects. These heights would not have undesirable shade effects, would not cut off views from the park, and should not result in removal of stores. The area has no height limit now for commercial development, and yet tall buildings have not been built. Transportation is good in this area, and it is a place where a moderate amount of growth can be absorbed well. The surrounding blocks are relatively flat, and there would be a minimum effect upon views from residential areas.

Mr. Bardis showed a photograph of the Irving Street area, but to some extent it was misleading. It was taken from the U.C. garage, and showed dark outlines which might very well not represent the form that would be taken by actual buildings -- they would not be a solid block. An existing tall building could hardly be seen in the photograph.

The speakers for ISAC did not want height limits higher than any of the existing buildings at the U.C. Medical Center, especially in the vicinity of Fourth and Fifth Avenues. As stated in the Department report, considerable changes have been made in response to the ISAC position, and we believe that those changes substantially satisfy the requests originally made by ISAC. The ISAC position appears now to have shifted in a more restrictive direction. The changes made are listed on pages 7 and 8 of the report. Concerning the ISAC request that more U.C. lands on the south slope of Mount Sutro be designated as Open Space, the staff position is set forth on page 8 of the report. ISAC also stated that it did not want heights approved which did not reflect plans of U.C. already fully developed and presented. But there is a necessity to set some rules in advance of detailed plans, so that

there will be terms of reference for the plans and so that each building proposal will not result in a confrontation after plans are drawn.

Mr. Susor basically agreed with the new proposals for Lincoln Way and Polytechnic High School, and he and other speakers raised concerns about residential density controls that are not really before the Commission in these height and bulk proposals.

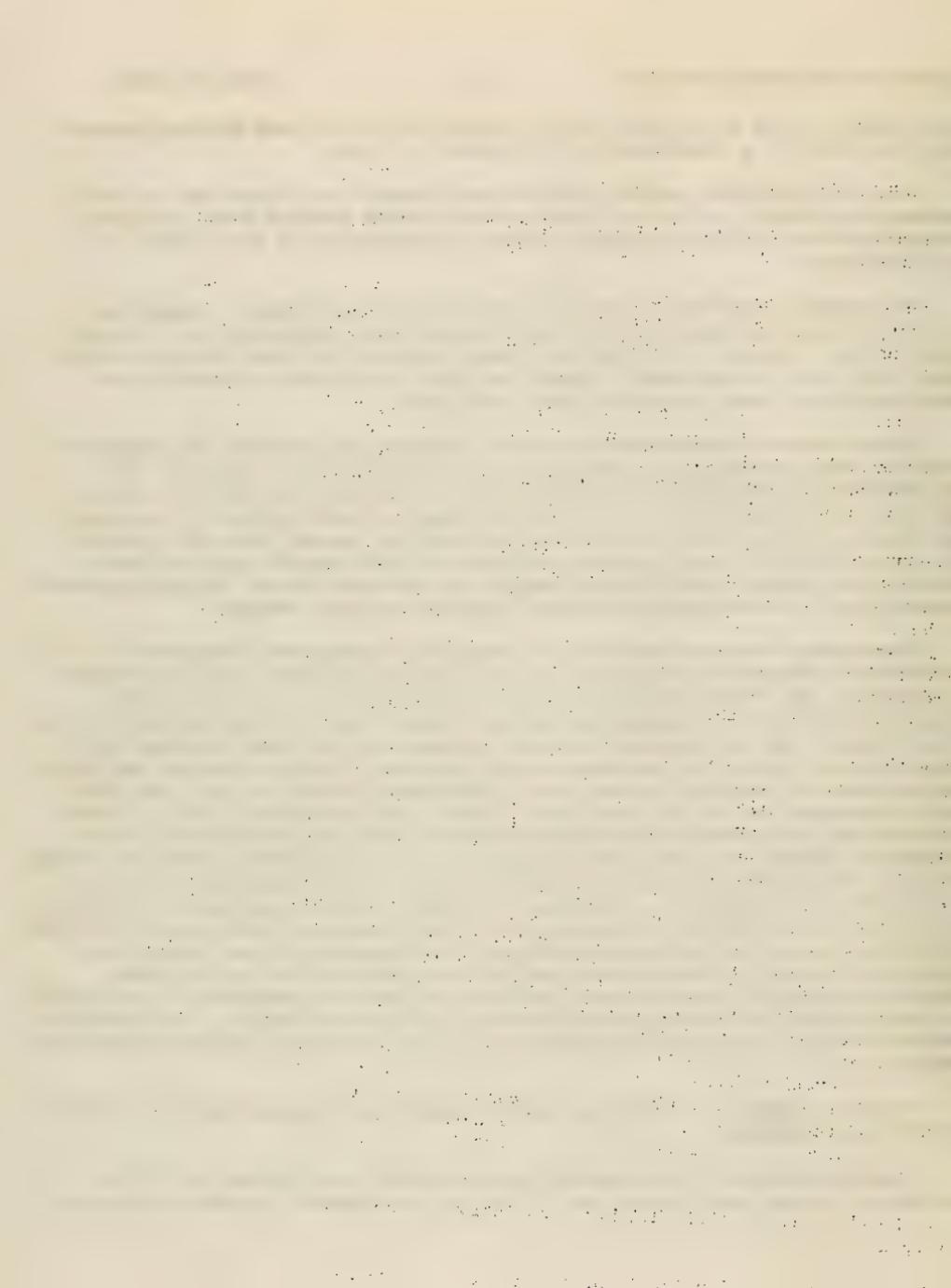
Mr. Murphy asked for Open Space at Polytechnic High School, a change that is not practical to make. He also asked for much lower heights at U.C., perhaps only 40 feet, but even if all the U.C. facilities could be built within a 40-foot limit that would be undesirable because the limit would cause a spreading out into residential areas or a using up of open space.

Luisa Ezquerro represented the Mission Coalition Organization and thanked the staff for recommending height changes in accordance with their desires. MCO has requested a change from 50 to 65 feet on one site at 20th and York Streets, and this will be considered by the staff although we cannot promise to recommend the change. As for other requests for increases for housing that might come in the future, MCO will have to make a good case for each request, and the height limits, once adopted, should not be subject to haphazard change. Socially-oriented housing should be developed to the same standards as other housing.

Concerning the upper Market Street area, Bert Schwarzschild appeared for the Eureka Valley Promotion Association and Wes Dawe for the Buena Vista Neighborhood Association. Mr. Schwarzschild questioned the statement in the staff report concerning diversity of opinion in the Upper Market area; the staff merely reported what it heard, and the diversity referred to was as to the kinds of reductions asked for more than as to increases versus decreases. It was suggested that Upper Market should be protected against cars. This cannot wholly be done: the street will be narrowed but it will still have a great deal of traffic. This is a wide right-of-way, and whether or not present traffic levels are maintained a modest increase of height can occur without damage to the area and with certain beneficial results. The speaker did not fully note the changes now recommended: reduction to 40 feet on most of Castro, reduction to 65 feet at Market and Castro, reduction to 40 feet on side streets, reduction to 50 feet between the stations and reduction to 40 feet on most of the Safeway property. The remaining 80-foot area is in a location where the elevation drops, and so the apparent height will be less. Heights of 65 and 80 feet in these limited areas cannot be considered an extension of lower Market, and the heights are not really "high-rise"heights. The permitted heights have been lowered from unlimited to very restrictive, and then to more restrictive.

Charlotte Maeck of the Pacific Heights Association appeared mainly in support of the other speakers.

Martin MacIntyre of the Planning Association for the Richmond asked that heights be in some cases lower than 40 feet in the Richmond, in order to maintain



a family character. These proposals for height limits are unlikely to change that aspect of the Richmond one way or the other, although lower-density zoning might have some effect. In any case, it is doubtful that a few households other than families would have a detrimental effect. Concerning the higher areas at Arguello and Geary, and along Fulton Street, these are discussed at pages 30 and 31 of the staff report.

Calvin Welch, speaking for the Haight-Ashbury Neighborhood Council, asked that the northeast corner of Fell and Stanyan be reduced from 65 to 40 feet, since this is a filling station and not part of Saint Mary's Hospital. However, the hospital ownership was not a criterion, and this is simply a good location for a moderately high structure in a block having higher buildings already.

Toby Levine concluded the Coalition of San Francisco Neighborhoods presentation. She indicated that if the Commission complied with all the neighborhood request it would be more likely to get support for proposals from the neighborhoods before the Board of Supervisors. This cannot be the basis for the decisions of the Commission, and the Commission ought to do what it finds to be correct from a planning point of view.

Stewart Bloom of the San Francisco Opposition then spoke in opposition to the heights proposed for the downtown area, indicating that he would prefer a 160-foot limit. Height limits are not a good means of limiting growth as Mr. Bloom suggests, and this has been stated a number of times in past staff reports. Mr. Bloom misstated the height of the Bank of America as 580 feet, I believe, whereas the actual height is 778 feet and this building could not be repeated.

Raymond Haight spoke in favor of a 40-foot limit for residential areas. He is concerned about the quality of life in this city, and so are we. He suggested that all growth should be stopped until the SPUR report on growth is completed a year or more from now. Even if that report were likely to provide the needed answers on growth, the present process of height limit legislation could not be halted; extraordinary powers are being used now in the interim period.

Derek Parker appeared for the U.C. Medical Center, saying that they support the current proposals and will work with the community concerning present development and future changes. They have demonstrated that they are quite willing to cooperate with the Department and the community.

The Robert Dollar Company was represented by David Wynne, concerning the downtown block discussed at page 21 of the staff report. He stated that a 600-foot height on this block would not affect the tapering of heights in the downtown area; however, it would have a substantial effect in negating that tapering and could lead to changes elsewhere throughout downtown. He said that this was "one of the few" blocks capable of large-scale development, but there are other such blocks.

Harold Kaufman spoke on behalf of properties at 1120-1140 Market Street at Seventh, asking for an increase from 80 feet. This block is discussed at page 22 of the staff report. In the work of the Market Street Joint Venture it has been the consistent opinion of the architects that a height of 80 feet is proper for new development at this important location next to the plaza. Although the City is in the process of negotiation for the property (not condemnation, as was stated), the pendency of a height limit should not prevent a fair price from being arrived at.

Michael McCormack, who spoke next, stated on behalf of other owners in the same block that any height limit set now will not hold up in court in fixing a sale price for the property, and we tend to agree with him. The Open Space designation in this block was changed to 80 feet to recognize that such a designation is not placed on private property, but the same reasoning should not be extended to require a change in the 80-foot height limit. Mr. McCormack also said that the Commission should consider the results of the vote on Proposition "P", and a few other speakers made the same point on one side or the other, but it would not seem that the Commission should make its decisions on that basis.

Stephen Katz represented Kenneth Hunter of the Outer Richmond Neighborhood Association. He recognized that significant changes have been made in the proposals, and said that the Urban Design Plan will be a plan of the people fully as much as a plan of the Commission.

Dr. Frank Hinman of the Russian Hill Improvement Association and others from that area -- George Brown representing owners in the vicinity of Green and Jones, and Beatrice Stern from the southeast end of the hill -- agreed with the new proposal for Russian Hill.

Theodore Max Kniesche, a property owner on Russian Hill, asked about the effect of a 40-foot limit on tax assessments; this is for the Assessor to determine. He also questioned the 40-foot limit as compared with the limits proposed for Nob Hill. But Nob Hill is a different sort of area, and not nearly so easily changed by a tall building in terms of altering a sensitive existing balance on the hill. Mr. Kniesche was the only person appearing after the earlier hearing and the report of May 25 to question the lower limit for Russian Hill. Others at the hearings have all supported lower heights.

Mrs. Andrew Gallagher of the Southern Promotion Association appeared concerning four firms in the vicinity of 13th Street and South Van Ness: the James Barry Company, the Foremost and Spreckels Dairies and Patent Scaffolding. But only the Barry Company seemed to be strongly interested. When Mr. Fred Garner later spoke on behalf of the Foremost Dairy on Howard, it appeared that the 65-foot high milk tanks that were his main concern would be exempt from the 40-foot limit under the ordinance.

William Barry of the James Barry Company requested a limit of 105 feet similar to the limit to the north, whereas the limit east and west along the freeway is 40 feet. The firm wishes to remain in the city, and Mr. Barry said that it has

no choice but to merge. Apparently the main concern is that a 40-foot limit would hurt its position in a merger. Although the printing industry in San Francisco may be losing firms, it is growing in employment. The Barry Company still has not shown what it really intends to do with the site, or that a 40-foot building would not be practical. Mr. Barry mentioned that related firms, in fields other than printing, might occupy office space in a new building, and that their inclusion might require a higher structure, but that the printing plant might not be that high. Mr. Barry questioned whether views from the freeway would be affected. He said that drivers should not look at views, but there are passengers, too, and even drivers get fleeting views and have an overall impression of what they are driving through. The views that Mr. Barry showed in his photographs were taken from a car driving westward, whereas the views sought to be protected are those from cars moving in an eastward direction, and these views are truly significant.

Peter Christelman of San Francisco Tomorrow had extensive comments. The matters raised as to Irving Street, Fulton Street, the Upper Market area, the Southern Pacific yards, Sloat Boulevard at the Great Highway, Ocean Avenue, Van Ness at Market and downtown are generally covered in the May 25 report, and elaboration is not needed. The comment concerning the 80-foot height in the University of San Francisco area and the need to preserve views of the Saint Ignatius Church towers does not recognize that the base of the towers is approximately 80 feet high and that this was a criterion for choosing the height limit the area he proposed for lower heights near Chinatown, north of Sacramento and west of Montgomery, is really part of the downtown area and the limits here have already been reduced to be relatively low in comparison with areas farther south and east. The idea of extending limits of 160 feet outward from the Hallidie Plaza area would be difficult to comply with, since the 160-foot limit was proposed for the single purpose of protecting the plaza and maintaining the scale around it; the extensions proposed would be for other purposes and would be quite considerable, and they do not appear to be appropriate.

Alvin Hayman was opposed to a 40-foot limit in R-4 and R-5 areas, and proposed that at least 50 feet be allowed in these areas. Where proper, a higher limit has been proposed, and where it is not proper it has not been proposed. Mr. Hayman suggested that we were unduly limiting growth in the city, and we cannot agree.

William Swanson, Bernard Kelly and others appeared concerning the Glen Park area, asking for greater height in the vicinity of the transit station. They cited other cities with transit, such as Toronto and Stockholm, and said they all have intensive development near their stations. But rapid transit stations alone are not a justification for high-intensity development. Toronto transit is a totally different situation, and at outlying stations in Stockholm the development is quite low. Even with a volume of 19,000 people daily at the station, high intensity of development should not be permitted if it is not appropriate to the area.

Mr. Kelly cited the letter sent to him on May 17, but failed to quote the third paragraph of that letter, which says, "Near present and possible future transit stations the heights proposed have by no means been all as great as 240 feet; they

have been 80, 130, 160 and 240 feet, with 40 feet at Glen Park and Daly City. Contrary to the statement in your letter, there is no provision in these proposals for a height greater than that now proposed if a transit station is built at a future time."

Mr. Kelly also said that I remarked the Glen Park area reminded me of a small town in New England. What I really said was that the scale reminded me of the scale of development of some of the stations along the main transit line leading out of Philadelphia.

Mr. Kelly said, further, that the main issues here are discrimination and equal opportunity. But the issue really is quality of the environment. The area cannot possibly handle the traffic that would come from intense commercial or residential development. The streets are congested now. Many people will come to the station by car, and this will create further problems. They cannot all come by MUNI. The area is at the base of a valley, where height is inappropriate.

Mr. Kelly misstated the height at the Balboa Park station. It is not 240 feet but 160 feet, and this height covers only the MUNI site, which is a large site subject to careful public control that can take the multiple use planned for it. This is one case, at Glen Park, where intense development is not appropriate at a BART station. If that were the meaning of the station, there should be no station there. There is further commentary at page 13 of the staff report. No change will be recommended.

During the course of the Director's report, Commissioner Ritchie expressed concern about the 500-foot height limit which had been recommended by the staff for the block in which the majority of properties are owned by the Robert Dollar Company. He recalled that a higher height limit had been recommended for the property which is to be developed by the Tishman Company; and he could see no reason to limit the property owned by the Robert Dollar Company to a height of 500 feet when that company had requested a height limit of 600 feet.

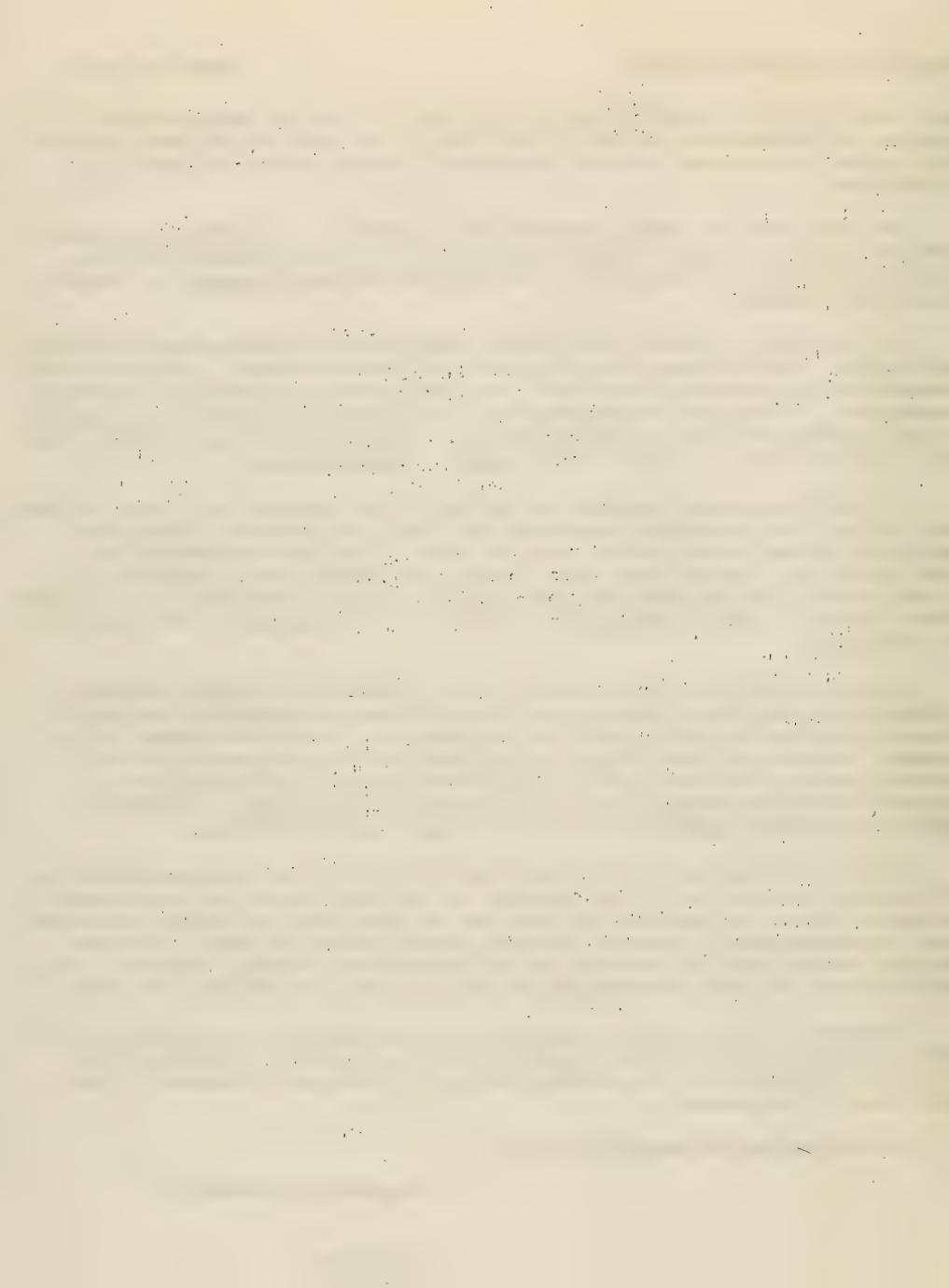
The Director replied that a height limit of 600 feet had been recommended for the property owned by the Tishman Company; but he noted that it is located nearer to Market Street. He remarked that this was the first time that height limits had been recommended for the downtown district; and he emphasized that all downtown property owners, with the exception of the Robert Dollar Company, appeared to be satisfied with the staff recommendations since no other protests had been made.

Commissioner Ritchie also remarked that property owners in the vicinity of the Glen Park BART station had made a good presentation on behalf of greater height limits in the vicinity of the station; and he felt that new development in that area should be encouraged.

The meeting was adjourned at 5:20 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary



SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held, Thursday, June 22, 1972.

The City Planning Commission met pursuant to notice on Thursday, June 22, 1972, at 1:00 p.m. at 100 Larkin Street.

PRESENT: Walter S. Newman, President; Mrs. Charles B. Porter, Vice-President; James J. Finn; Mortimer Fleishhacker, Thomas J. Mellon, and John Ritchie, members of the City Planning Commission.

ABSENT: Hector E. Rueda, member of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Edward I. Murphy, Assistant Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V - Zoning; Marie Carlberg, Planner III; and Lynn E. Pio, Secretary.

Ralph Craib represented the San Francisco Chronicle; Donald Canter represented the San Francisco Examiner.

1:00 P.M. FIELD TRIP

Members of the Commission and staff departed from 100 Larkin Street at 1:00 P.M. to take a field trip to properties scheduled for consideration during the Zoning Hearing to be held on July 6, 1972.

2:45 P.M. - 100 LARKIN STREET

APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Fleishhacker, and carried unanimously that the minutes of the meeting of June 8, 1972, be approved as submitted.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, informed the Commission that designation of Jackson Square as an Historic District had been approved by the Planning and Development Committee of the Board of Supervisors on Tuesday afternoon.

In response to a request made by Commissioner Ritchie at last week's meeting, the Director reported on the present occupancy and use of the building located at 3001 Pacific Avenue. He stated that the staff of the Department of City Planning had been assured that the use is in conformity with the Planning Code regulations; and he indicated that no firm evidence to the contrary had been uncovered. He stated that the staff would continue to monitor the situation.

R118.72.3 - MASTER PLAN REVIEW OF CONDOMINIUM SUBDIVISION, NORTH SIDE OF CLARENDON AVENUE EAST OF LAGUNA HONDA RESERVOIR.
(POSTPONED FROM MEETING OF JUNE 8, 1972)

Robert Passmore, Planner V - Zoning, reported on this matter as follows:

"This subdivision filed by Congdon, Castle & Thrift Investment Company of Redwood City would contain 25 three-bedroom townhouses, 20 two-bedroom houses, and a multi-purpose community building containing a manager's dwelling unit and office. The architect for the development is Whisler-Patri. The subject site is 3.443 acres in area and has a frontage of approximately 430 feet along Clarendon Avenue. The irregular shaped site, which is presently vacant and heavily wooded, slopes up steeply to the northeast from an elevation of approximately 390 feet at the southwest corner of the parcel to 520 feet at the northeast corner. Portions of the site have been excavated and filled through former quarrying operations and the construction of Clarendon Avenue. It is proposed to place the townhouses on the southern approximately two thirds of the property and retain the northern portion of the parcel as common open space, essentially in its present natural state. The townhouses, which are contemplated to sell for between \$45,000 and \$50,000, would be placed along a private loop road off of Clarendon Avenue. Preliminary plans filed with the development indicate that the two-bedroom houses would be 18 feet wide by 42 feet deep consisting of a two-car (tandem parking) garage on the ground floor, a living room, dining room, kitchen and powder room on the second floor and two bedrooms and two baths on the third floor; the three-bedroom houses would be 24 feet wide by 34 feet deep consisting of a two-car (individually accessible) garage on the ground floor; a living room, dining room, kitchen, and powder room on the second floor, and three bedrooms and two baths on the third floor. Each house would have a small private outdoor usable open space, for most houses this open space would be a ground level patio, but in a few cases where the sloping topography precludes easy access to the ground, the open space would be provided by decks. The exterior design of dwellings has not yet been determined. A landscape architect has been retained, but precise plans have not yet been developed; basically landscaping would be a double row of trees along Clarendon Avenue and trees, shrubs and appropriate ground cover in the interior portion of the site not occupied by houses, roads and visitor parking area. Twenty-three visitor parking spaces are proposed for the development.

"It is proposed to subdivide the property through the Condominium process so that each of the townhouses will be a separate ownership, but the access road, visitor parking, open space and community building would be in common ownership. Ownership in the development would carry with it requirements for maintenance of the individual dwellings and

"The subject site is zoned R-1, except for the southwest corner (approximately 2890 square feet in area) zoned P. The proposed 46 dwelling units create a density of one dwelling unit for each 3,260 square feet of total site area, and are based on Section 127 of the Planning Code which permits in an R-1 district a multiple number of dwelling units on a lot so long as each dwelling unit has a separate outside entrance and the units do not exceed a density of one unit for each 3,000 square feet of lot area. Under a conventional subdivision the subject parcel would be subdivided into individual lots at least 33 feet wide and 2640 square feet in area. Because of the sloping topography and need to separate a dedicated street area from the subject parcel a lesser number of dwelling units than proposed would be likely under a conventional subdivision.

"The subject parcel is adjacent to the west of Laguna Honda Reservoir, zoned P and shown as open space in the Master Plan; adjacent to the north is a vacant landlocked parcel of steeply sloping vacant R-1 zoned land approximately 1.8 acres in area, and to the east is a golf driving range, 6.26 acres in area, zoned R-1, for which a planned unit development proposal CU72.10 for apartments having a density of one dwelling unit for each 1498 square feet of total lot area was denied by the City Planning Commission on May 4, 1972.

"All privately owned land in the subject vicinity is zoned R-1 and developed with single-family dwellings. The Forest Knolls subdivision is to the north of the subject parcel and to the south is the Midtown Terrace Subdivision. Clarendon Elementary school is approximately 300 feet to the east of the parcel and across Clarendon Avenue is Sutro Heights Reservoir and Midtown Terrace Playground. St. John's Armenian Apostolic Church and Engine Co. #23 Firehouse are at the intersection of Olympia Way and Clarendon Avenue.

"The subject site has significant soil problems which will require thorough professional investigation and site engineering, probable high site preparation and foundation costs and careful construction supervision. The proposed private road has been reviewed by the Fire Department and conforms to that Department's requirements for safe access. The site plan and preliminary house plans conform fully to applicable City Planning Code standards for density, off-street parking, lot coverage, rear yard and building height.

"The southwest corner of the subject property, which prior to February 26, 1963 was owned by the City, was erroneously reclassified to P (Public Use) by the Board of Supervisors on May 15, 1963 when the P district was added to the City Planning Code and most city-owned land was changed to that classification. The present proposal would require formal reclassification action to an R-1 district by the Planning Commission and the Board of Supervisors."

Ed Thrift, represented Congdon, Castle and Thrift Investment Company, the applicants. He stated that he had nothing to add to the comments which had been made by Mr. Passmore; however, he would be willing to respond to questions which might be raised by members of the Commission.

Piero Patri, architect for the applicants, stated that plans for the proposed development had been discussed in detail with residents of the neighborhood; and, as a result, a number of changes had been made. The number of units being proposed had been reduced from 49 to 46; additional parking spaces had been provided to serve guests; and the proposed buildings had been pulled away from the property line along Clarendon Avenue with setbacks ranging from 10 to 16 feet. While he realized that the ideal thing from the point of view of the neighborhood would be to leave the property in its natural state, he was hopeful that the modifications which he had made in his plans would result in a project which would be acceptable to the community as well as to his clients. In conclusion, he stated that detailed architectural plans for the development had not yet been prepared.

Commissioner Porter asked what type of material would be used on the exterior of the buildings. Mr. Patri replied that such details had not yet been determined. However, since the houses will be sold for approximately \$45,000, quality design and finishing will be required.

At this point in the proceedings, Commissioner Mellon arrived in the meeting room and assumed his seat at the Commission table.

Paul Leffingwell, landscape architect for the applicants, advised the Commission that the eucalyptus trees and poison oak on the northern portion of the site would remain undisturbed in their present wild state. The lower portion of the site would be graded and landscaped in an urban fashion.

In response to questions raised by Commissioner Ritchie, Mr. Leffingwell stated that approximately 2/3 of the 2.4 acre site would be cleared. However, since most of the trees are located on the northern portion of the site which will remain undisturbed, the total number of trees to be removed would be only 30 or 40 per cent of those which presently exist. Mr. Leffingwell also referred to a map to describe the approximate location of the line along which the slope would be cut.

Mr. Patri stated that the applicants were well aware that there are soil problems on the site; however, the soil and civil engineers who had been engaged were confident that the conditions are subject to solution. In response to a question raised by Commissioner Ritchie, he stated that he did not know how many cubic yards of soil would have to be removed from or relocated on the site.

Commissioner Porter asked if there is currently wild life in the area and if that wild life would be lost when the trees are cut. Mr. Leffingwell replied that the area is presently inhabited by raccoons and birds; and he believed that retention of the northern portion of the site in its natural state would result in the retention of some of the wild life. When new trees are planted on the property, consideration will be given to selection of trees which can serve as food for birds.

No one wise was present to speak in favor of the proposed development.

Roy Cuneo, representing the Forest Knolls Neighborhood Organization, read and submitted the following statement:

"Our chairman, Mr. Shain, has an urgent meeting in San Diego today and expresses his regrets at not being able to be here.

"Before discussing our views on the proposed condominium development, I want to briefly review the discussions which have taken place to date. The developers and their architect have held a series of meetings with our neighborhood group in which they described in detail their proposals for this development. In these meetings discussions covered a range of topics: soil and drainage problems, impact on Clarendon Avenue traffic, adequacy of on-site parking, provisions for maintenance, landscaping plans, density issues and several others. Copies of several reports were also made available to us by the developer, including those prepared by their soils engineer and landscape architect.

"As a result of these discussions, the developer agreed to alter some elements in their original proposal. For instance, they reduced the number of proposed townhouses from 48 to 45, increased the number of on-site visitor parking spaces by seven, and provided for an additional three feet of setback from Clarendon Avenue for the seven proposed units which lie in the southeastern portion of the property. We would not be candid if we did not express our appreciation to the developer for his conscientious attempt to meet many of our objections.

"Nevertheless, there are a number of areas which have not been resolved to our mutual satisfaction. I will discuss these briefly.

"First, the developer proposes to apply all the unused land in order to qualify for the 3,000 square feet per house requirement under the R-1 provisions of the Code. However, about 21,000 square feet of this land will be in streets. As far as we have been able to determine, this is the first time in city planning history that this has been done on so large a scale. In our view it is a serious departure from past practice and therefore demands your careful consideration and scrutiny before approval is given. Otherwise, you will be, in effect, negating the density protection provisions of R-1 zoning.

"We also question whether the Code requirement for a 25-foot backyard per house can be met by simply allocating some steeply sloped unused land in the northwestern sector to each condominium unit. This device is at best of somewhat questionable legality and is possibly a violation of existing Planning Code requirements.

"We are concerned about the adequacy of parking. The 23 proposed spaces will not accommodate peak weekend visitor parking if as few as 10 property owners plan to entertain and each one invites about four couples. We believe this will force parking on to Clarendon Avenue, causing additional traffic hazards on a street which has already had a series of fatal accidents. In addition, the location of the majority of parking spaces is at some considerable distance from some of the houses which lie in the western portion of the property, and the likelihood is that those guests will also park on Clarendon Avenue.

"Third, we must reserve judgment until we have had an opportunity to see the proposed design for these houses. While Mr. Patri has a fine reputation for architectural design, we deem it essential to review the proposed design to give assurance that the condominiums will be compatible, design-wise, with the surrounding areas.

"Finally, we think the project would be even more attractive and desirable if four more units could be eliminated, enabling the developer to provide for a greater setback from Clarendon Avenue. This would increase the area available for landscaping, and perhaps save substantial construction and soil preparation costs, since the area to which we refer is now occupied by 20 feet of fill which has to be removed if houses are to be located there.

"The developer has expressed his willingness to specify in written form guarantees regarding provisions for construction supervision, soil preparation and other key points. We urge this Commission to accept the developer's offer in this regard.

"Our stance, as you can surmise from the preceding remarks, is not to oppose the development of housing if it is in conformity with R-1 zoning requirements. While most of us would have preferred to retain the property in its existing wild state, we recognize that it is privately owned and that a development is likely.

"However, we want to be assured that any development which comes into this area is in conformity with existing R-1 requirements and will enhance rather than diminish existing neighborhood values. Adoption of the additional suggestions offered by our Forest Knolls Neighborhood Group would go a long way towards insuring the realization of that goal."

Stewart Bloom, representing the San Francisco Opposition, remarked that the introduction to the Conservation Element of the Urban Design Plan states that natural areas are an irreplaceable resource and that San Francisco has reached an irreducible minimum of natural areas if it is to keep a sense of unspoiled nature for future generations. He also noted that Objective Two of the Conservation Element of the Urban Design Plan calls for the conservation of resources which provide a sense of nature, continuity with the past, and freedom from overcrowding. A chart on the wall of the hallway leading to the Commission's meeting room which describes the conservation element of the Urban Design Plan reads as follows: "Natural areas

in the city that remain in their natural state are few and irreplaceable. Damage or destruction to the natural character and ecology of these areas would damage their value to the citizens of San Francisco and the quality of life in the City". Mr. Bloom felt that the proposed development, which would remove trees from the property and reduce in size a natural area which could someday be open to the public would be in conflict with those principles of the Conservation Element of the Urban Design Plan. With regard to the issue of traffic, he noted that residents of the neighborhood had previously pointed out that Clarendon Avenue, which contains two traffic lanes in each direction in front of the subject property, narrows down to one traffic lane in each direction to the east and to the west; and rush hour traffic is already heavily congested because of the narrowing of the street. The April 5 memorandum of the staff of the Department of City Planning on the Improvement Plan for Transportation had specified that the system of streets involving O'Shaughnessy - Woodside - Laguna Honda - 7th Avenue should not be increased in capacity; and he believed that approval of the proposed development, bringing many additional automobiles to the area, would violate that policy. Mr. Bloom also remarked that the staff report on Changes in the San Francisco Housing Inventory in 1971 stated that the Plan for Residence recognizes that there is a need for new construction but emphasizes that the kind and quality of the construction requires careful thought because each marginal addition to the stock ought to enhance it as much as possible in amenity: "Quality of housing rather than quantity is a goal of the Master Plan." He felt that quality should not be defined just in terms of design but also in terms of the impact of the proposed development on the neighborhood in which it will be located and on future generations.

Commissioner Porter felt that it was obvious that Mr. Bloom would prefer that no development whatsoever take place on the subject property. She emphasized however, that the Commission cannot force owners of private property to leave their land in an undeveloped state. All that the Commission can do is to try to get the best development possible under such circumstances.

Mr. Bloom replied that the proposed development would violate many of the principles and policies of the Conservation Element of the Urban Design Plan; and, if the Urban Design Plan was meant to pertain to San Francisco, he felt that it should be enforced by the Commission.

Commissioner Ritchie asked if the subject property had once been owned by the City. Mr. Passmore replied that a small portion of the property at the southwest corner of the site had previously been under City ownership.

Allan B. Jacobs, Director of Planning, stated that Mr. Passmore had carefully reviewed the density being proposed; and, contrary to the statement made by Mr. Cuneo, no precedent would be established by the proposed project. Mr. Passmore pointed out, however, that the subject project was the largest development which had been proposed under the density standards of Section 127 of the City Planning Code.

The Director then commented on remarks which had been made by other members of the audience. With regard to the issue of parking, he noted that the proposed development would provide several off-street parking spaces for guests; and he noted that many developers do not provide any parking spaces for guests. Concern had also been expressed about the final design of the proposed building; however, he believed that conditions could be established which would handle that concern. He believed that the staff of the Department of City Planning was better able than Mr. Bloom to interpret the intents and purposes of the Urban Design Plan; and he remarked that neither the Urban Design Plan nor the Open Space Plan which will be before the Commission in the near future call for retention of the subject property as open space. Furthermore, he did not agree with Mr. Bloom that approval of the proposed development, unlike the development previously proposed for the Golf Driving Range to the east, would necessitate an increase of the capacity of adjacent streets. He felt that the gist of his remarks was that no growth and no changes should be permitted.

The Director continued with his recommendation to the Commission as follows:

"The subject proposal represents a sensitive approach to developing the subject site in a manner which will be compatible both visually and in actual use with surrounding single-family areas and adjacent public open space. The subject site is on a secondary thoroughfare giving good vehicular access, it has access to public transit. Good schools, recreation and shopping, necessary amenities for single-family homes, are conveniently located close to the site. A slightly greater number of homes may be developed under this proposed condominium townhouse approach than would occur under a conventional subdivision, and this off-sets the costs of continued maintenance of all dwellings and common areas that would be required under the condominium procedures, and the clustering of the homes allows retention of the maximum amount of existing large trees on the northern portion of subject parcel. However the success of this project is dependent upon careful followthrough in design and construction, and for this reason I believe that continued consultation between this Department and the developer is necessary, with the discretionary powers of the Commission to be used if necessary to assure conformity with the site plans and building concepts reviewed today. It is recommended that the Director be authorized to report that the tentative condominium subdivision map, Clarendon Woods dated June 3, 1972 by Whisler-Patri be approved contingent upon the reclassification of that portion of the subject property presently zoned P to R-1. Further it is recommended that the Commission approve the subject development under its discretionary review powers subject to the following conditions:

"1. Said development shall be in general conformity with the preliminary site and building plans by Whisler-Patri marked Exhibit A and filed with the Department of City Planning.

"2. Prior to filing for any building permits, final site plans, including landscaping and grading plans, and building plans shall be approved by the Department of City Planning. Said plans shall be developed in consultation with the Department of City Planning and Department of Public Works, with particular attention given to the site engineering so that no disruption to adjacent land will occur and to the provision of landscaping that will compliment the existing city owned open space in the subject vicinity.

"3. All utility lines in the subject site shall be underground.

"4. Procedures acceptable to the Department of City Planning for the continued maintenance of dwellings and all common areas shall be developed, and notice of said procedures and conditions of approval of this condominium subdivision by the City Planning Commission be placed on the land records in the County Recorder's Office."

President Newman asked if the conditions which had been recommended by the Director of Planning would be acceptable to the applicants. William Coblenz, attorney for the applicants, replied in the affirmative. Commissioner Fleishhacker asked how many on-site parking spaces would be provided for guests. Mr. Passmore replied that 22 off-street parking spaces exclusive of driveway areas would be provided for guests.

Commissioner Fleishhacker then asked if it would be possible for people visiting the proposed development to park on Clarendon Avenue. Mr. Passmore replied that traffic on Clarendon Avenue moves quite rapidly. While some people were of the opinion that on-street parking would be dangerous for that reason, others were of the opinion that on-street parking would cause the traffic to slow down and result in a safer situation.

Commissioner Porter felt that it would be unlikely that people visiting the development would park on Clarendon Avenue, which would necessitate a long walk, particularly when off-street parking spaces would be provided on the site.

Mr. Patri stated that the proposed development would have a ratio of 2.3 parking spaces for each dwelling unit.

Commissioner Porter remarked that the Commission, during its meeting on June 3, had been assured that the Forest Knolls Neighborhood Organization and the developers were in almost complete agreement with regard to the project; and, since the two parties seemed to be further apart at the present time, she wondered what had happened in the interim.

Mr. Cuneo stated that his organization was not complaining about the design of the proposed development which had been worked out with residents of the neighborhood; rather, they were concerned about the fact that the density of the proposed development would be in excess of that which would ordinarily be permitted in an R-1 District. Commissioner Mellon stated that it was his impression that the neighborhood organization and the developers were fairly much in agreement.

Commissioner Finn repeated a question which he had raised during the meeting of June 8 as to whether the Midtown Terrace Homeowners Association had been consulted concerning the proposed development.

Mr. Cuneo replied that representatives of the Midtown Terrace Homeowners Association had been present at earlier meetings when the proposed development was being discussed; and it was his understanding that they did not object to the proposed project.

After further discussion it was moved by Commissioner Fleishhacker, seconded by Commissioner Porter, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6860 and that the proposed development be approved as in conformity with the Master Plan subject to the conditions contained in the draft resolution.

R72.35 - ACQUISITION OF 314 MISSION STREET (BLOCK 3705, LOT 7) BY
COMMUNITY COLLEGE DISTRICT FOR ADULT EDUCATION CLASSES.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"The Community College District is considering the purchase of 314 Mission Street for use as a downtown location for day and evening adult education classes. The building has six stories and mezzanine, with parking on the basement, ground and mezzanine floors, and 60,000 square feet usable for classrooms. It is located west of Fourth Street and just outside of the Yerba Buena redevelopment area. The zone is C-3-R. The purchase would be financed from the District's tax revenues. The building would have to be remodeled and brought up to the standards of the Field Act.

"The site is desirable in terms of public transportation, central location for population served, and location on the periphery of the downtown retail district.

"It is recommended that the Director be authorized to report that the acquisition of 314 Mission Street, Lot 7, Block 3705, by the Community College District for its adult education program is in conformity with the Master Plan."

Whitney Graff, Director of facilities for the Community College District, stated that his organization has been looking for a site for a downtown facility for a number of years; however, suitable buildings have been difficult to find. They had considered the possibility of acquiring space in the building formerly occupied by H. Liebes; but downtown merchants had suggested that they would be better off on the fringes of the retail district. The proposed building had been recommended to them, and they found it acceptable. In conclusion, he stated that the property could be acquired without increasing the bonded indebtedness of the City.

Commissioner Ritchie inquired about the estimated cost of the property. Mr. Graff replied that the property would cost approximately \$3,500,000 over the next 12 years if arrangements are made for lease-purchase. If the building is purchased outright and remodeled, it will cost approximately \$2,500,000.

In response to a question raised by Commissioner Mellon, Mr. Graff stated that the acquisition is presently in the process of negotiation; and, as a result, the cost figures have not yet been finalized.

Commissioner Ritchie asked if the Community College District has the right to exercise the power of eminent domain. Mr. Graff replied in the affirmative.

President Newman inquired about the estimated cost of remodeling the subject building. Mr. Graff replied that basic remodeling would cost approximately \$300,000, and an additional \$300,000 would have to be spent to bring the building into conformity with the Field Act.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Finn, and carried unanimously that the Director be authorized to report that the acquisition of 314 Mission Street, Lots 7, Block 3705, by the Community College District for its adult education program is in conformity with the Master Plan.

R72.22 - VACATION OF A PORTION OF ASH STREET EAST OF GOUGH STREET IN
BLOCK 785.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"Ash Street is within Western Addition Redevelopment Project A-2 and the vacation of this portion of it, extending from the Central Free-way right-of-way east about 87 feet to where it dead ends, has been requested by the Redevelopment Agency. The redevelopment plan, as approved and amended, shows Ash Street to be completely closed in this block, bounded by Franklin, McAllister, Gough and Fulton Streets. The plan designates this block and the one to the south for public uses, primarily the expansion of the War Memorial Opera House facilities. The alternate designation is for general commercial uses of intermediate intensity.

"All of the property in Block 785 is owned by the State or the Redevelopment Agency with the exception of Lot 7 abutting the proposed street vacation, and the Redevelopment Agency currently has a condemnation suit against that property which will have to be settled before the street vacation can be completed.

"The portion of Ash Street proposed for vacation now serves the rear of the State Bar Association building and its parking. The State Bar Association plans to extend its building to the south along Franklin Street, and its plans require use of the street area to be vacated. Should there ever be funding for an additional performing arts building in this block, the block to the south and the intervening portion of Fulton Street, the State Bar Association's building and its addition will remain, according to a Redevelopment Agency spokesman."

"The several apartment buildings located on Fulton Street and backing on the portion of Ash Street proposed for vacation will be demolished as soon as the Redevelopment Agency has acquired the building under condemnation and the tenants have been relocated.

"It is recommended that the Director be authorized to report that the vacation of a portion of Ash Street east of Gough Street in Block 785, as shown on SUR-1372, is in conformity with the Master Plan."

Ellsworth Young, representing the San Francisco Redevelopment Agency, indicated that he was present to answer any questions which might be raised by members of the Commission.

David Kikkert, representing the owner of Lot 7 in the subject block, stated that the subject portion of Ash Street is presently being used by the tenants of the building on Lot 7 for access to their garages. He stated that the owner of Lot 7 had already suffered considerable economical loss because of the Redevelopment process; and, while he did not question the City's right of eminent domain, he did question the propriety of action on the proposed street vacation while acquisition of the property by the Redevelopment Agency is in the process of litigation.

Mr. Young stated that actual physical vacation of the street area could not become effective until all properties in the block have been acquired by the Redevelopment Agency.

Commissioner Porter then asked why the Redevelopment Agency wished to have the City Planning Commission take action on the street vacation at the present time if the vacation could not be finalized until the adjacent property has been acquired. Mr. Young replied that the State Bar Association is proceeding with its plans to extend its building into the vacated street area; and, in order to avoid inconvenience, they hoped that any unnecessary delays could be avoided.

President Newman asked Mr. Young if it was his opinion that action on the subject referral by the Commission would not adversely affect the owner of Lot 7 in the subject block. Mr. Young replied in the affirmative.

Commissioner Finn concurred with Mr. Young that action by the Commission on the referral would have no effect on the court's consideration of the litigation.

Commissioner Porter stated that she would be uneasy about taking action on the referral since it might prejudice the owner of the adjacent parcel of property by confronting him with a fait accompli.

Commissioner Fleishhacker observed that the question of the conformance of the street vacation to the Master Plan should be decided on its own merits; and he believed that the proposed street vacation would be in conformity with the Master Plan.

Commissioner Porter remarked that the Commission might view the matter differently pending the outcome of the litigation.

Allan B. Jacobs, Director of Planning, pointed out that vacation of the street is in conformance with the Redevelopment Plan; and he noted that that plan had already been approved by the Commission as being in conformity with the Master Plan. He also emphasized that the condemnation suit would have to be settled before the street vacation can be completed by the Board of Supervisors.

Commissioner Finn remarked that the proposal for vacation of the street would continue to have a psychological impact on the tenants of the building owned by Mr. Kikkert regardless of the action which might be taken by the Commission.

Commissioner Ritchie felt that the position of the owner of the adjacent parcel of property might be prejudiced if action were taken by the Commission on the street vacation before the condemnation suit is resolved.

President Newman remarked that approval of the proposed street vacation would only constitute ratification of the Redevelopment Plan which has already been approved by the Commission.

Commissioner Fleishhacker, looking at a map of the area, stated that it would be difficult for him to say that vacation of the subject portion of Ash Street is not in conformity with the Master Plan.

When the question was called, the Commission voted 4-2 to authorize the Director to report that vacation of a portion of Ash Street east of Gough Street in Block 785 as shown on SUR-1372, is in conformity with the Master Plan. Commissioners Finn, Fleishhacker, Mellon, and Newman voted "Aye"; Commissioners Porter and Ritchie voted "No".

R72.26 - HUNTERS POINT AND BUTCHERTOWN REDEVELOPMENT PROJECTS, SIDEWALK NARROWING.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"The following sidewalk narrowings are in conformity with the redevelopment plan for Butchertown and the South Bayshore Plan, which propose to accommodate primarily vehicular traffic on these streets:

JUNE 22, 1972

"Sidewalks to be changed from 15' to 8':

Fairfax Ave. betw. Newhall and Keith Sts.
 Galvez Ave. betw. 3rd and Mendell Sts.
 Newhall St. betw. Evans and Galvez Aves.
 Mendell St. betw. Evans and Galvez Aves.
 Keith St. betw. Evans and Fairfax Aves.
 Evans Ave., south side only, betw. 3rd
 and Lane Sts.
 Evans Ave., south side only, betw.
 Lane and Jennings Sts., from varying
 widths to 8'

Roadway width change:

From 50' to 64'
 " " " "
 From 34' to 48'
 " " " "
 " " " "
 " " " "
 From 50' to 57'
 " " " "

"The Innes Avenue and LaSalle Avenue sidewalk narrowings are within the Hunters Point Redevelopment Project. LaSalle Avenue is one of the three streets which leads into the project and must carry more traffic than a purely local street. Between Mendell and Lane Streets it now has existing sidewalk widths varying from 10 to 35 feet wide. It will be improved as a four-lane divided split level street, with 8-foot sidewalks, 26-foot roadways, and a 12-foot median lane.

"Innes Avenue east of Mendell Street now has 15-foot sidewalks on the north side and 30-foot sidewalks on the south. It will be improved with 8-foot sidewalks, two 24-foot roadways, and a 16-foot median strip."

Allan B. Jacobs, Director of Planning, recommended that the sidewalk narrowings be approved as in conformity with the Master Plan.

Mr. Fenton, representing the Hunters Point Site Office of the Redevelopment Agency, indicated that he was present to answer any questions which might be raised by members of the Commission.

After discussion it was moved by Commissioner Fleishhacker, seconded by Commissioner Mellon, and carried unanimously that the Director be authorized to report that the sidewalk narrowings for the Hunters Point and Butchertown Redevelopment Projects are in conformity with the Master Plan.

The meeting was adjourned at 4:25 P.M.

Respectfully submitted,

Lynn E. Pio
 Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Special Meeting held Thursday, June 22, 1972.

The City Planning Commission met pursuant to notice on Thursday, June 22, 1972, at 7:30 p.m. in the Roosevelt Junior High School Auditorium.

PRESENT: Walter S. Newman, President; Mrs. Charles B. Porter, Vice-President; James J. Finn, Mortimer Fleishhacker, Thomas J. Mellon, and John Ritchie, members of the City Planning Commission.

ABSENT: Hector E. Rueda, member of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Peter Svirsky, Planner IV (Zoning); William Duchek, Planner II; Alan Lubliner, Planner II; Russell Watson, Planner I; Frances Lawsing, City Planning Draftsman; and Lynn E. Pio, Secretary

Donald Carter represented the San Francisco Examiner; Ralph Craib represented the San Francisco Chronicle.

CONSIDERATION OF HEIGHT LIMITS LOWER THAN 105 FEET, AND AS LOW AS 40 FEET, FOR ALL PROPERTY NOT PREVIOUSLY PROPOSED TO BE LIMITED TO 40 FEET OR OPEN SPACE IN THE AREA BOUNDED BY WASHINGTON, STEINER AND UNION STREETS AND THE REAR PROPERTY LINES OF PROPERTIES FRONTING ON THE WEST SIDE OF VAN NESS AVENUE (PACIFIC HEIGHTS); AND

FURTHER CONSIDERATION OF THE LIMITS PROPOSED FOR THE AREA BOUNDED BY PINE, STEINER AND WASHINGTON STREETS AND THE REAR PROPERTY LINES OF PROPERTIES FRONTING ON THE WEST SIDE OF VAN NESS AVENUE (PACIFIC HEIGHTS).

President Newman welcomed members of the audience and called on Allan B. Jacobs, Director of Planning, to describe the nature of the matter under consideration.

The Director read the following statement:

"Tonight's hearing is part of the process leading up to adoption of new height and bulk controls throughout the city.

"This process has stemmed from the adoption of the Urban Design Plan by this Commission last August.

"To implement that Plan, height and bulk limits, to be enacted as zoning districts, were prepared by the Department and presented to the Commission as staff proposals in February of this year.

"There followed a series of four public hearings in March and April in quadrants of the city, for which notices were sent to all San Francisco property owners.

"The last of these hearings, on April 26, included the Pacific Heights area. A large number of property owners and residents appeared at that hearing, and wrote to the Commission, asking for limits lower than those proposed, and they generally favored a height limit of 40 feet for the entire Pacific Heights area.

"In order that this request might be considered by the Commission, it was necessary that much of the area be re-advertised for this evening, for a hearing confined to this portion of the city. The reason for this re-advertising was the existence of a height limit, under established law, from which any lower limit or limits would be a departure.

"The first map shows the existing height limits in Pacific Heights including a 40-foot limit for much of the area west of Fillmore, 65 feet along Union Street and 105 feet for a large section from Fillmore to Van Ness and from Union to Washington. Below Washington Street there are no existing height limits.

"The next map shows the staff proposal made in February. It included retention of all existing 40-foot limits, reduction of the 65 feet on Union Street to 40 feet, reduction of a portion of the 105-foot district near Van Ness to 80 feet, and reduction of R-1, R-2 and R-3 areas in the vicinity of Lafayette Park and Washington Street from 105 to 40 feet. There was one increase in the 105-foot district, to 160 feet along Jackson from Fillmore to Laguna. In areas where no height limits had existed before, new limits were proposed: both 80 and 40 feet south and west of Lafayette Park, 160 feet at Pacific Medical Center, 160 feet in the Cough and Franklin Corridor south of Washington, and 130 feet on Van Ness.

"When the staff reported to the Commission on comments made in all the public hearings, on May 25, it recommended a change in its proposals to reduce all heights west of Fillmore to 40 feet, and to reduce the remaining 160-foot area along Jackson to 105 feet, which was the existing height limit. As to the rest of the existing 105-foot district, the staff could not recommend any further change prior to tonight's hearing. For areas south of Washington Street, not subject to the existing limit, it was recommended that there be further consideration tonight also, since actions in either area might have a bearing upon the other.

"The staff has prepared some additional maps for study in the past several weeks.

"This overlay repeats the height and bulk proposals as they now stand, with the changes made on May 25.

"A second overlay map shows the zoning use districts, which in nearly all cases are R-4 and R-5 where limits of more than 40 feet have been proposed. Other areas are R-3, and in those areas the 40 foot limit would apply in any case.

"The next map shows heights of existing buildings, and indicates the diversity of heights in this area. Green is used for buildings slightly over 40 feet, and increments of greater height are shown successively by orange, brown, and then blue. The orange buildings are approximately 50 to 65 feet high, the brown buildings 65 to 80 feet, and the blue buildings over 80 feet high. The greatest concentrations of higher buildings are near Laguna Street and at the eastern end of the area near Gough and Franklin. - greatest concentration of buildings over 80 feet.

"The staff has also prepared this overlay which shows, in green outlines, all buildings constructed since 1945, with dates of construction indicated. The newer buildings are spread throughout the area, and some are high while many others are 40 feet or less. Many more buildings have been built under 40 feet than over.

"The next map shows topographic form, with contours of elevation in the heavy lines, the amount of slope shown by a color on each street, and other elevations written in at each intersection.

"This overlay has the notable buildings in Pacific Heights, most of them as listed in the book Here Today. Nearly all of these are older buildings, but most are well cared for.

"The final overlay has certain land uses. There has been considerable concern expressed as to preservation of family housing, and therefore all one- and two-family houses are shown as they appear in Department records. These are represented by dots on the map. Also shown, in green, are sizable landscaped areas visible from the street. The rectangles on this map are institutional and public uses.

"By comparison of these various maps and overlays, it is possible to make certain judgments as to where new buildings of various heights might or might not be placed, and as to the effects of such buildings upon the area."

Gerald N. Hill, attorney for the Pacific Heights Association, stated that less than two months had elapsed since the newly formed organization which he represented had adopted the position that there must be a 40-foot height limitation

on new construction in the area bounded by Union, Pine, Franklin and Steiner Streets. He stated that the members of his organization were appreciative of the fact that the City Planning Commission had been attentive to their requests and that the staff of the Department of City Planning had recommended 40-foot height limits for many properties in Pacific Heights which had not previously been subject to height limits. However, they felt that they would still be far from their goal of a guaranteed livable neighborhood as long as a 105-foot height limit continues to exist anywhere in Pacific Heights. The 105-foot height limit district had been established in 1933; and, while the restriction might have been considered progressive at that time, he could not think of a single reason for retaining the limit at the present time. Therefore, his organization was asking the City Planning Commission and the Board of Supervisors to shrink that island of high-rise potential down to a proper standard of 40 feet. He believed that reduction of the height limits would be a signal to the Nation that San Francisco will not let technical obstructions or ancient history block the determination of its citizens to maintain their neighborhoods at a livable scale and to preserve and promote the human character of the City. He pointed out that booklets prepared by the Pacific Heights Association had been placed before each of the members of the Commission; the material in those booklets would only be summarized by the speakers; and he specifically requested that the Commissioners read the sections on taxation and earthquakes which would not be covered in the oral statements.

John C. Walker, an architect and a member of the Pacific Heights Association, stated that Pacific Heights has a complete variety of housing and has achieved a balance; however, the balance is delicate and could be destroyed by construction of additional apartment houses rising to a height of 105 feet. He had prepared charts which were on display in the meeting room; and he pointed out that the charts indicated that only 9.3 percent of the buildings in Pacific Heights have a height greater than four floors and that only 2.5 percent of the buildings have a height in excess of seven floors. He felt that the neighborhood already has a sufficient number of apartment buildings; and he remarked that most of the existing apartment buildings are of high quality and are well spaced rather than being clustered together. The neighborhood can tolerate the existing apartment buildings; and he felt that retention of private houses and gardens would be of value to apartment residents, also, since they lend a character and quality to the area which would not exist if the streets were solidly lined with apartment buildings. In fact, he believed that existing development in Pacific Heights closely resembles the point tower concept which had originally been recommended by the staff of the Department of City Planning for Russian Hill. Yet, there is evidence of a trend in which developments are grouping together on Laguna Street, Broadway and Vallejo Street; and he remarked that continuation of that trend could result in the division of what is now one large neighborhood into four mini-neighborhoods. He believed that high-rise buildings should be evaluated in terms of their effect on adjacent buildings and on the neighborhood in which they will be located; and he indicated that the members of his organization could not see that any advantages would be derived from further construction of high-rise buildings in their neighborhood.

John Beckham, also a member of the Pacific Heights Association, stated that he had shown slides of the important buildings in Pacific Heights which would be threatened by further construction of large buildings during the Commission's hearing on April 26, and he showed a number of additional slides to illustrate his remarks at this meeting. He emphasized that buildings with architectural or historic character are distributed throughout the neighborhood; and he indicated that most blocks in the area contain at least one building with special character. He advised the Commission that one of the historic structures in the neighborhood, the Sherman Mansion on Green Street which was once the center of musical life in San Francisco, had been saved from destruction by the Landmarks Preservation Advisory Board which had proposed that the building be designated as an official Landmark. As a result, the block in which the building is located had been saved. He stated that the members of his organization were determined that no further buildings of historic or architectural merit in their neighborhood would be demolished to make way for high-rise buildings. He then showed a photographic slide of a speculative apartment building with a height of 105 feet and summarized its impact on the neighborhood by stating that the building causes traffic and parking congestion, that it casts adjacent buildings and gardens in shade, and that it is ugly. Imposition of a 40-foot height limit would prevent construction of such buildings to the future. When signatures were being collected on the petitions for a 40-foot height limit, the greatest difficulty arose on blocks which already have high-rise buildings; and it was apparent that residents of those areas were ready to move elsewhere because their neighborhood has already been destroyed.

Mrs. Benjamin Maeck, a member of the Pacific Heights Association, reported on community support for the proposed 40-foot height limit in Pacific Heights. She stated that the Pacific Heights Association had been organized in April in response to the height and bulk proposals which had been made by the staff of the Department of City Planning; and she indicated that members of the Association had appeared before the City Planning Commission on April 26 to request a 40-foot height limit for their neighborhood. During the interim, members of the Association had met with the staff of the Department of City Planning to discuss their proposal. They had also contacted 72 percent of the owners of property in the area bounded by Green, Washington, Franklin and Steiner Streets. Of the property owners who had been contacted, 92.87 percent had indicated that they would be in favor of a 40-foot height limit for their neighborhood; and only 7.13 percent had indicated opposition to the proposal. Enlargement of the area southward to Pine Street had had only a slight affect on the percentages: 91.49 percent of the property owners contacted in that larger area had been in favor of a 40-foot height limit and only 8.51 percent had been opposed. She felt that the results of the survey indicated an overwhelming demand by property owners for a 40-foot height limit in their neighborhood.

Commissioner Fleishhacker, through a series of questions, determined that the Pacific Heights Association had contacted 72 percent of the property owners in the area and had found that approximately 92 percent of those contacted had been in favor of a 40-foot height limit. Absentee owners and institutions had not been contacted.

Mr. Hill pointed out that the booklet which had been given to individual members of the Commission contained letters from Assemblyman Willie L. Brown, Jr., the Chamber of Commerce, SPUR, San Francisco Beautiful, San Francisco Tomorrow, and approximately 30 other neighborhood organizations in support of the proposed 40-foot height limit for Pacific Heights; and he urged the Commission to respect their wishes and to act favorably on the proposal.

Mrs. Marian Miller, 1806 Laguna Street, represented the Grass Roots Committee of Bush Street. She stated that the staff of the Department of City Planning had recommended a 40-foot height limit for her immediate neighborhood; however, she and her neighbors were worried about the possibility that their historic Victorian buildings would be over-shadowed by tall buildings to the north and east. She advised the Commission that the area bounded by Franklin, Fillmore, Bush and Pine Streets contains more than 100 examples of classic Victorian architecture, most of which have been well-maintained; and, because the area is located between Pacific Heights and the Western Addition, it is an example of a delicate ecological mix. She urged that a blanket 40-foot height limit be established for the entire area presently under consideration and that it be extended to cover both sides of Bush Street.

Mrs. Arthur Bloomfield, 2229 Webster Street, stated that she belongs to both the Pacific Heights Neighborhood Council and the Pacific Heights Association but indicated that she was speaking as an individual. She called attention to a letter which had been addressed to the Commission by Richard Garlinghouse, Vice President of the Pacific Heights Neighborhood Council, in which he had stated that 76 percent of the dues-paying members of his organization had signed a petition requesting a uniform 40-foot height limit in the area bounded by Franklin, Steiner, Green and Pine Streets. Mrs. Bloomfield also advised the Commission that she believed the staff of the Department of City Planning had erroneously included privately-owned properties in Block 612 in the 160-foot height limit district which had been proposed for the Pacific Medical Center; and she requested that the error be corrected and that the entire block be included in the 40-foot height limit district.

Alfred Crapsey, 2100 Green Street, submitted a petition which had been signed by 124 owners and residents of Green Street between Franklin and Fillmore Streets requesting that Green Street be subject to a 40-foot height limit rather than the 105-foot height limit which had been recommended by the staff of the Department of City Planning. He noted that a 40-foot height limit had been recommended for Union Street one block to the north; and he felt that the same height limit should be applicable to Green Street. He stated that overflow parking from the commercial area along Union Street has already created an almost impossible parking situation on Green Street; and he believed that approval of high-rise construction for Green Street would lead to a literally impossible parking situation.

C. Hayden Ames, 1976 Green Street, expressed general support for the 40-foot height limit being proposed throughout Pacific Heights and indicated specific support for a 40-foot height limit in the vicinity of Green Street. He noted that

page 80 of the Urban Design Plan calls for construction of low-rise, small-scale buildings on the lower slopes of hills; and he pointed out that Green Street lies low on the slopes of Pacific Heights. He further remarked that the Urban Design Plan had defined "low-rise" buildings as buildings having a height of 40 feet or less. In conclusion, he remarked that establishment of a 40-foot height limit for Green Street would be one of the easiest things which the Commission could do to fulfill the principles of the Urban Design Plan.

Howard Chickering noted that Section 101 of the City Planning Code stated that it is the purpose of the Code to protect the character and stability of residential, commercial and industrial areas within the City and to prevent over-crowding the land and undue congestion of population. In order to fulfill that goal, he requested that the Commission enact a 40-foot height limit for the area presently under consideration. The only people who would be adversely affected by such height limits would be future developers and tenants of high-rise apartment buildings; and that seemed to him to be a small price to pay for the preservation of a neighborhood. He remarked that the problem which is confronting the City at the present time is an exodus and not an influx of white-collar families; and he believed that construction of additional high-rise apartment buildings in Pacific Heights would only augment the exodus. In his opinion, the highest and best use of properties in Pacific Heights could be achieved under a 40-foot height limit. He felt that no injury would result from enactment of a 40-foot height limit for the area; and, in any case, no claim of injury can be made when an action is taken for the common good. He expected that properties in the area would have an even greater value if the 40-foot height limit were established; and, as a result, all that prospective developers would have lost would be a potential profit. He stated that an opinion of the California Supreme Court had made a statement to the effect that high-rise buildings may enhance adjacent properties for construction of similar buildings but that they detract from private homes. In conclusion, he stated that city governments are not required to protect the profit or even the survival of developers; rather, they are charged with responsibility for pursuing the public interest and the common good. He urged that a 40-foot height limit be established for Pacific Heights.

President Newman requested members of the audience who supported the position which had been expressed by the Pacific Heights Association to stand. Most of the people in the audience of approximately 250 responded.

Byron Bray, represented the Coalition of San Francisco Neighborhoods which includes ISAC, SPEAK, MCO, the Eureka Valley Promotion Association, the Buena Vista Neighborhood Association, the Pacific Heights Association, the Planning Area for the Richmond, The Ecumenical Ministry in the Haight-Ashbury Inc., and the Haight-Ashbury Neighborhood Council. He stated that the organizations which he represented supported the Pacific Heights Association's request for a 40-foot height limit. He stated that the Coalition of San Francisco Neighborhoods had been founded on the principle that people who reside in a neighborhood area best able to determine what is in the best interests of their neighborhoods. He felt

that if the request of the Pacific Heights Association were denied, the neighborhood would not develop as its residents wish; and they would inevitably leave the City. He expressed his appreciation to the Commission for down-zoning the Haight-Ashbury neighborhood and for protecting it with a 40-foot height limit; and he urged that similar actions be taken for the protection of other neighborhoods in the City.

John Kirkpatrick, owner of property at 2332 Washington Street, stated that the building occupying his property had once been a rooming house; and he indicated that he had converted it back to single-family use. He felt that the survey which had been made by the Pacific Heights Association clearly reflected the point of view of property owners in the area regarding the issue of heights limits. Ninety-two percent of the property owners contacted had indicated their support of a 40-foot height limit and only eight percent had indicated a preference for a higher limit. Furthermore, he believed that a 40-foot height limit would allow reasonable expansion of the neighborhood without destroying the characteristic amenities of the area. He urged that the 40-foot height limit be approved.

Thomas Crawford, 63 - 7th Avenue, appeared as a member of the Board of Directors of San Francisco Tomorrow and recommended that the Commission adopt a 40-foot height limit for the area bounded by Steiner, Union, and Pine Streets and Van Ness Avenue. He felt that San Francisco has already gone too far in encouraging and condoning high-rise construction, not only in downtown San Francisco but also in the neighborhoods. While his organization had praised the Urban Design Plan, they had expressed reservations about the feasibility of implementing the principles and policies contained in the Plan; and it was his opinion that some of the goals stated in the Urban Design Plan are already substantially unattainable because of high-rise buildings which already exist or which are now under construction.

Bert Schwarzschild, President of the Eureka Valley Promotion Association, observed that a number of neighborhood organizations had lent their support to the Coalition of San Francisco Neighborhoods for the purpose of assisting others to achieve the height limits which they want for their neighborhoods. He remarked that Pacific Heights represents a unique mix of people and houses which has taken decades to evolve; and he indicated that a delicate equilibrium has been achieved which would be easy to destroy. Residents of the neighborhood were of the opinion that a 40-foot height limit is needed to preserve the human scale and quality of the area; and he felt that the City Planning Commission had no choice but to heed the overwhelming sentiment of the neighborhood and to approve the people's request for a 40-foot height limit. He further recommended that the Commission approve a 40-foot height limit for all residential areas of the City including the Upper Market district.

Stewart Bloom, representing the San Francisco Opposition, stated his complete support of the requests of the Pacific Heights Association and other neighborhood organizations for 40-foot height limits. He remarked that the Urban Design Plan

expresses in glowing terms the need to preserve San Francisco's heritage; and he hoped that the principles of the Urban Design Plan would not be compromised by the Commission for the second time in a single day. He complimented the Commission for its responsiveness to requests by individuals throughout the City who had requested lower height limits for their neighborhoods; and, in addition to establishing a 40-foot height limit for Pacific Heights, he hoped that the Commission could do something to stop the growth of the concrete monstrosity at Pacific Medical Center. While Mr. Beckham had stated that the Sherman Mansion had been saved because it had been designated as a Landmark, he pointed out that Landmark designation only preserves the life of buildings for six months to one year and does not assure their preservation beyond that point.

Joseph F. Troy, Jr., 1674 - 23rd Avenue, indicated that he favored a 40-foot height limit for all of the City, especially for Irving Street between 19th and 24th Avenues; and he submitted a written statement in support of his position.

President Newman then called for those who wished to testify against the 40-foot limit proposed by the Pacific Heights Association.

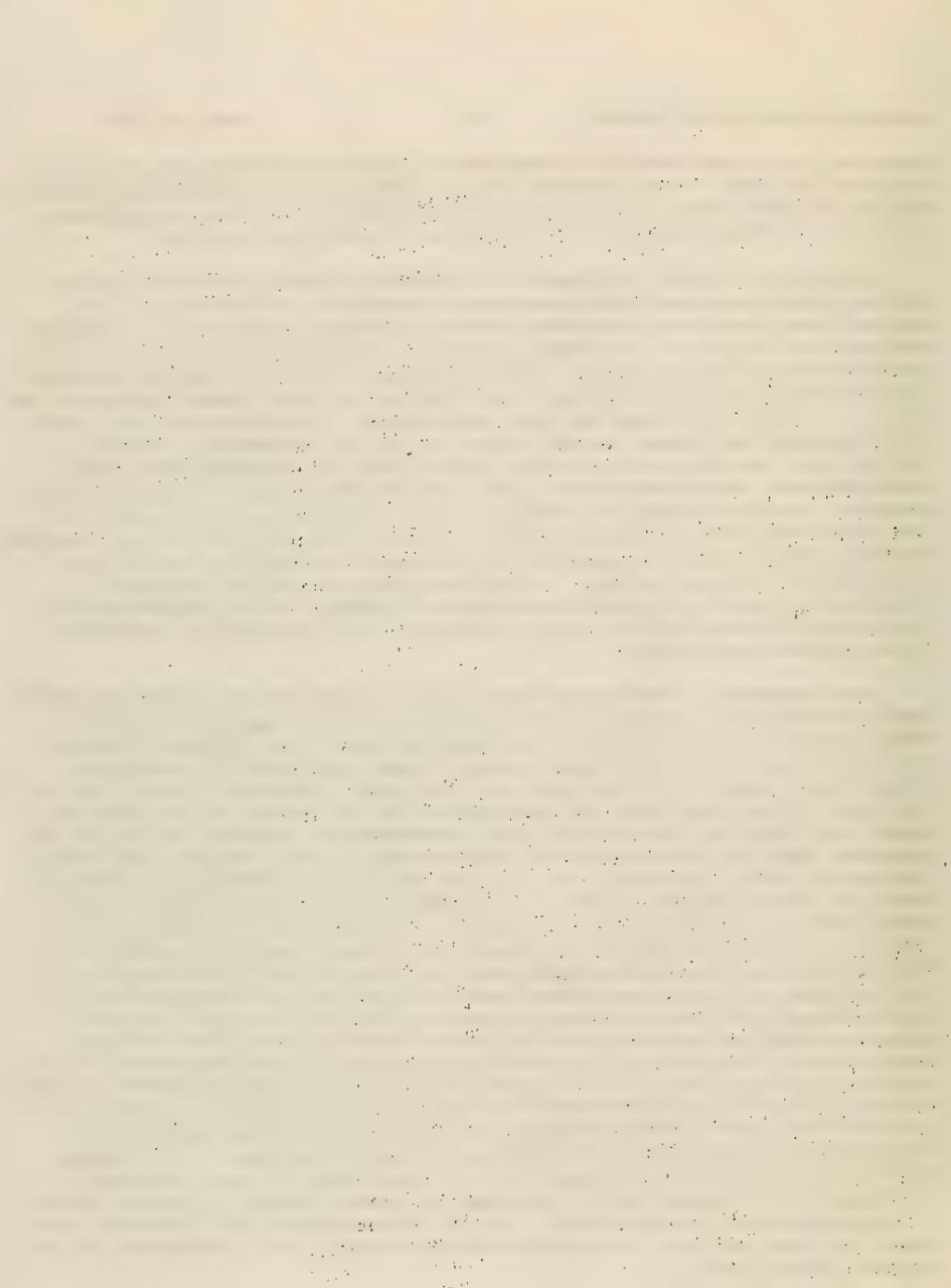
Mike Hall, 2395 Vallejo Street, stated that he was concerned about the area bounded by Steiner, Vallejo, Green and Buchanan Streets. He stated that he had mixed emotions about the height limit proposals; and, although he had signed a petition in favor of a 40-foot height limit, he was actually opposed to the proposal. He stated that density more than height affects the quality and character of a neighborhood; and he did not believe that a 40-foot height limit would improve the area in the vicinity of Green Street. While the area is presently zoned R-4, both high-rise and low-rise development have occurred, providing family as well as apartment units. A 40-foot height limit would not protect the area from ugly change; and, in fact, such a height limit would encourage mediocre architecture. The real problem which must be faced is the one of density; and he felt that a plan should be prepared which would make it economically feasible to maintain low-rise, low-density buildings in conjunction with high-rise buildings. If a 40-foot height limit were to be established, developers would not abandon their plans but instead would construct high-density "crackerboxes"; and he felt that development of that sort would destroy the neighborhood as much as high-rise buildings. In conclusion, he stated that the Pacific Heights neighborhood as a whole should not be subject to uniform height limits of 40 feet or 105 feet or R-4 or R-1 zoning.

Samuel Ladar, 1918 Vallejo Street, stated that the building which he owns contains only two flats. Yet, in the same block of Vallejo Street between Laguna and Octavia Streets, most of the buildings range in height from 8 to 12 stories. He could understand why people living in areas primarily developed with single-family dwellings and duplexes might wish to preserve the present character of their neighborhood. However, he pointed out that the area presently under consideration is quite large; and, within the larger area, there are a number of locations in which tall apartment buildings predominate. He felt that the

diversity of the area should be maintained by permitting buildings to rise to a height of 105 feet in some locations while establishing more restrictive building heights in other areas. In his opinion, blanketing of the entire neighborhood with a flat 40-foot height limit would be unwise and discriminatory.

Harold Shain, owner of property at 1720 Pacific Avenue, remarked that the subject neighborhood had been rezoned only a few years ago in 1960; yet, he realized that times change and that people must change accordingly. He felt that San Francisco as a whole is becoming a City of the very rich and the very poor; and he felt that the only way to reverse the trend would be to provide moderate-priced housing units for moderate-income families in neighborhoods throughout the City. It seemed to him that the only feasible way of providing such units would be in apartment buildings; however, since most of the residential property in the City will be subject to a 40-foot height limit, few locations will remain where apartment houses can be built. He felt that an attempt to change the City overnight by establishment of a 40-foot height limit would not be realistic or fair and would imply no further growth. In view of the fact that it is impossible to keep everyone happy, he requested the Commission to consider the City as a whole and its need for housing. He indicated that he would not necessarily advocate construction of high-rise apartment buildings; but he did not believe that properly located buildings with a height of 100 feet could be considered to be high-rise structures.

John Levinsohn, a real estate broker active in the Pacific Heights neighborhood, stated that he wished to speak about and not for or against the height limit proposal. He stated that he was concerned about some effects of height; but, at the same time, he was also concerned about the inability to develop properties in excess of 40 feet and the effect such a restriction would have on the value of the properties. While proponents of the 40-foot height limit contended that high-rise construction would "Manhattanize" Pacific Heights, he was concerned about the possibility that establishment of such a height limit might "Chicagoize" the neighborhood. He indicated that he had witnessed the deterioration of some of Chicago's finest neighborhoods which contained large single-family homes for which there was no market. The homes were eventually sold to institutions; and a variety of non-single-family uses resulted. He remarked that institutional uses have already begun to appear in the Pacific Heights neighborhood; and, while no problems have yet developed, problems could arise in the future. He listed a number of houses in the area which are currently being used institutionally as half-way houses, nursing homes, legal offices, churches, etc. In addition, he noted that many of the people who are selling large single-family homes in the neighborhood are looking for cooperative or condominium apartments; and he advised the Commission that there is a scarcity of units of that type in Pacific Heights. He also emphasized that many of the apartments which have been constructed in the neighborhood are of low density and high quality; and, as an example, he indicated that a 22-unit condominium is presently being constructed at Broadway and Webster Street on property where 45 units would have been permitted. It was his suggestion that a balanced view should be taken and that the entire neighborhood should not be blanketed with a 40-foot height limit.



Commissioner Ritchie, noting that Mr. Levinsohn had stated that there is a scarcity of condominium apartments in the neighborhood, asked if he were correct in assuming that there is also a scarcity of single-family homes in the area. After Mr. Levinsohn had replied that there is a surplus of large single-family residences in the area, Commissioner Ritchie observed that the number of large single-family residences on the market must represent a very small percentage of the total number of buildings in the neighborhood. Mr. Levinsohn stated that many large single-family homes in Presidio Heights, an adjacent neighborhood, are currently on the market for prices in excess of \$100,000.

Commissioner Ritchie asked Mr. Levinsohn if he found the institutional uses which presently exist in Pacific Heights to be objectionable. Mr. Levinsohn replied that the institutional uses which have been introduced thus far have generally been tasteful; but he observed that the trend is not good and that the situation could become worse.

Commissioner Ritchie suggested that it might be more desirable to accept the institutional uses than to lose some of the large and handsome structures in the neighborhood.

Mervyn Bailey, 1773 Green Street, asked how imposition of a 40-foot height limit would affect property taxes in the neighborhood. He also wondered what had happened to all the people who had voted against a 40-foot height limit in the last election. He felt that the people who had voted against the 40-foot height limit had won the election; and now it appeared that they had to start all over again.

Richard Wall, with property at 2055 Sacramento Street, stated that his property had previously had a height limit of 105 feet. The Urban Design Plan had recommended that the height limit be reduced to 83 feet; and now consideration was being given to the possibility of establishing a 40-foot height limit in that area. He stated that he had no objections to the general effect of the Urban Design Plan on the subject neighborhood; however, he did object to imposition of a 40-foot height limit on his property. He remarked that a 40-foot height limit would encourage wood-frame construction rather than steel and structural concrete; and, as a result, new construction would be of a lesser quality than in the past. He stated that fire danger is greater in areas which are developed exclusively with wood-frame structures; and he suggested that the most desirable thing for Pacific Heights would be to allow steel and concrete buildings to be interspersed among the wood-frame buildings. Such development would provide a fire-resistant or a fire-retardant situation. He also pointed out that properly designed high-rise buildings can provide open spaces, setbacks, and interior courtyards, whereas the high cost of land and economic pressures would result in utilization of maximum floor coverage if a 40-foot height limit were to be established for the subject neighborhood. The type of construction which might result in Pacific Heights if a 40-foot height limit were to be established can be viewed on Arguello Boulevard; and he believed that construction of such

buildings would cause the subject neighborhood to regress. The same type of construction can be witnessed in the Richmond and Sunset districts where unattractive wood-frame apartment buildings were constructed under the old R-3 standards. He also noted that streets in the 70's and 80's in New York City are lined with 40-foot buildings; but those buildings have now become tenements, and the quality of the neighborhood has gone down rather than up. He stated that the quality of a neighborhood depends on its people and not on the type of buildings which it contains. He did not believe that the subject neighborhood would remain static; and he felt that imposition of a 40-foot height limit would have an adverse effect on new construction.

President Newman asked members of the audience who were in favor of height limits in excess of 40 feet to stand. Approximately 20 people responded.

The Director, responding to comments which had been made by members of the audience, agreed that the subject neighborhood does have a great deal of diversity; however, while statements had been made to the effect that the neighborhood is "balanced", he felt that that would be a difficult determination to make. In fact, the subject neighborhood consists of not just one but many overlapping areas, just as is the case with most neighborhoods of the City. One of the speakers had urged that a 40-foot height limit be established in order to preserve historic buildings; however, while a 40-foot height limit might help in that regard, it would not, in and of itself, assure that the buildings would be preserved. A lower density might also help; however, neither would lower density alone achieve the goal. He emphasized that a low-density building can always be replaced by a high-density building within a 40-foot height limit. Some of the speakers had seemed to assume that all high-rise buildings are bad, but that is not always the case; yet, a badly designed high-rise building can have a more disruptive effect on a neighborhood, both physically and visually, than a badly designed low-rise building. He remarked that the chart which had been prepared by Mrs. Maeck to indicate the location of properties whose owners were in favor of a 40-foot height limit seemed to indicate that the heaviest concentration of individuals who favored the 40-foot height limit live in the northern and western parts of the area. There were fewer signatures favoring a reduced height along the Gough-Franklin corridor and in the area south of Lafayette Park. Furthermore, the figures which she had presented had represented the opinion only of the people who had been contacted and not the opinion of all property owners in the neighborhood. Nevertheless, it was apparent that a majority of the property owners in the neighborhood were in favor of a 40-foot height limitation. The Director acknowledged that parking is a problem in the subject neighborhood; but he remarked that the problem would not be solved by enactment of a 40-foot height limit. Another speaker had cited the principle stated in the Urban Design Plan to the effect that low, smaller scale buildings should be constructed on the slopes of hills; and the Director agreed that that principle was generally applicable to the lower northern slopes of Pacific Heights. Mr. Chickering had urged adoption of the 40-foot height limit to prevent overcrowding and undue congestion; but the Director emphasized that those objectives could be achieved only through lower density and not through lower height. Mr. Chickering had also quoted from

Section 101 of the Planning Code which states the purpose of the Code; but he had failed to mention that one of the stated purposes of the Code is "to guide, control and regulate future growth and development in accordance with the Master Plan of the City and County of San Francisco." Mr. Hall had been of the opinion that a 40-foot height limit would not help the neighborhood and that the real issue is one of zoning density. While the Director believed that Mr. Hall had a valid point, it was apparent to him that people are also concerned about the issue of height per se. Most of the individuals who had spoken in opposition to a flat 40-foot height limit had requested that consideration be given to the creation of sub-areas where greater height would be permitted; and he indicated that the recommendations of the staff of the Department of City Planning which had been prepared prior to the hearing corresponded generally to that concept. He then proceeded to read his recommendations and to indicate them on a map, as follows:

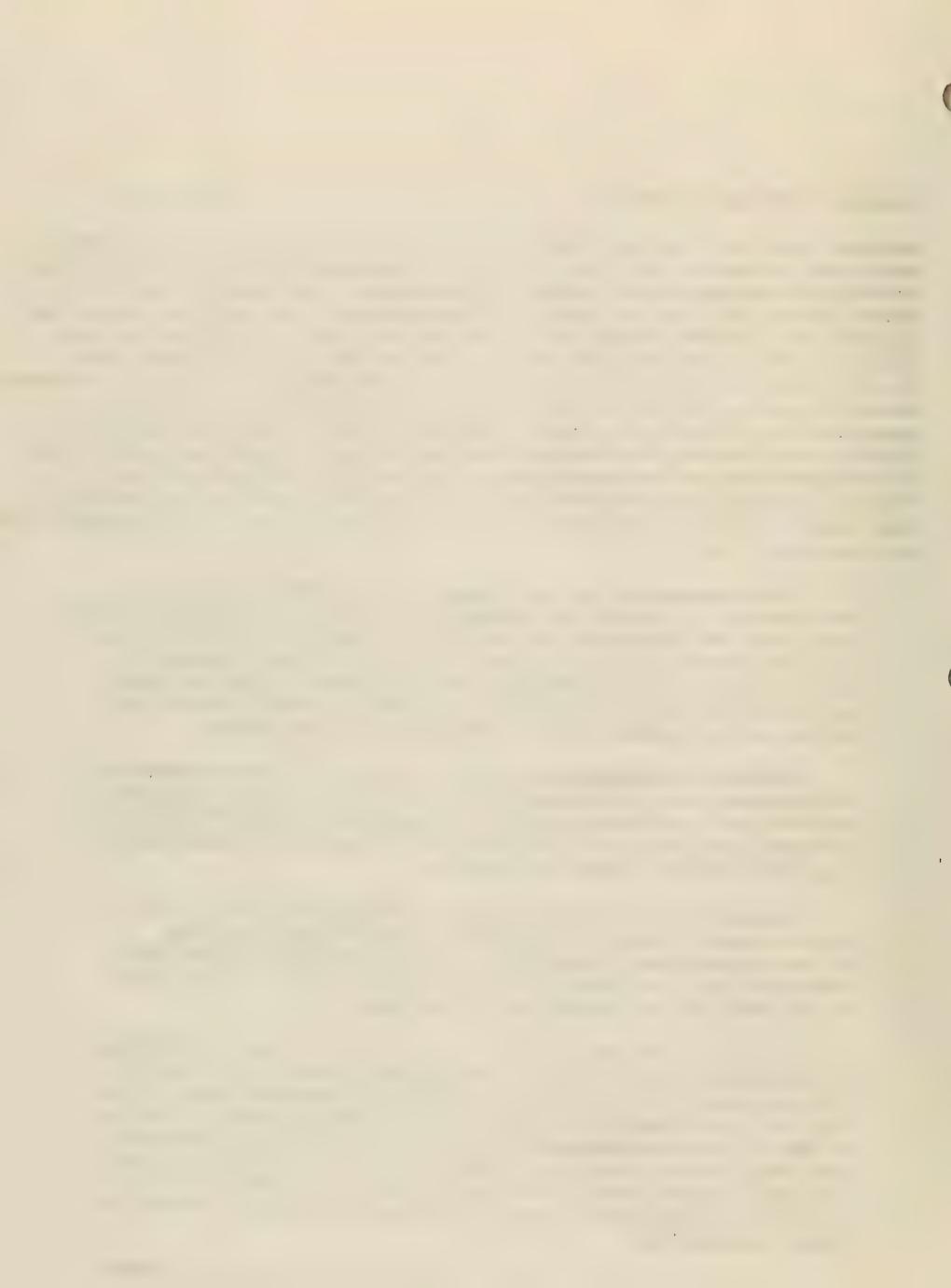
"This recommendation was prepared on a tentative basis before this meeting. It takes into account the factors that have been talked about here and studied by the staff -- the height of existing buildings, the nature of existing lower buildings and the character of various parts of Pacific Heights, the topography of the area, zoning use districts, and the sentiments expressed by property owners and others in the hearings and in petitions and correspondence.

"The staff recommendation would place a much greater proportion of this area under a 40-foot height limit. This 40-foot limit would apply to the northwestern part of the area at Fillmore, Webster and Buchanan, from Union to Washington, as well as the northeastern section along Octavia, Green and Vallejo.

"Around Pacific Medical Center, the block north of Clay and west of Webster would all be 40 feet, with 40 feet also along Fillmore Street and in the blocks between the Medical Center and Lafayette Park. An extension of the 40-foot area would also occur on the west side of Octavia at Pine and Bush.

"A limit of 80 feet would continue to apply along the frontage of Sacramento directly south of the Medical Center, John Kennedy towers/expansion of hospital in conflict with approved Master Plan. The limit would also be 80 feet south of Lafayette Park, at the top of the hill and southeastward down the slope. Existing character of this area basically set by existing buildings on south side of park that are of approximately this height. Scales of these buildings is totally in keeping with the park. Minimum shadow effect cause part rises in elevation.

"All 160-foot limits would be removed, except south of Sutter. A 130-foot limit would apply to the commercially-zoned section on and near Van Ness Avenue up to Washington, with an 80-foot limit to the west of it along Pine and Bush.



"From California north to Jackson, primarily between the frontages of Franklin and Gough, the limit would be 40 feet, covering an area of predominantly lower buildings, some of which are of outstanding historical value. In keeping with areas of San Francisco that have taller buildings at corners and lower buildings in the middle of streets.

"The rest of Franklin would be 105 feet up to Pacific, with an extension of this 105-foot district over to Gough and back to the corner of Lafayette Park. R-5 zoning/lots of traffic that will remain/not primarily a family area/a good place for height in order to get dwelling units above the traffic/fewer curb cuts.

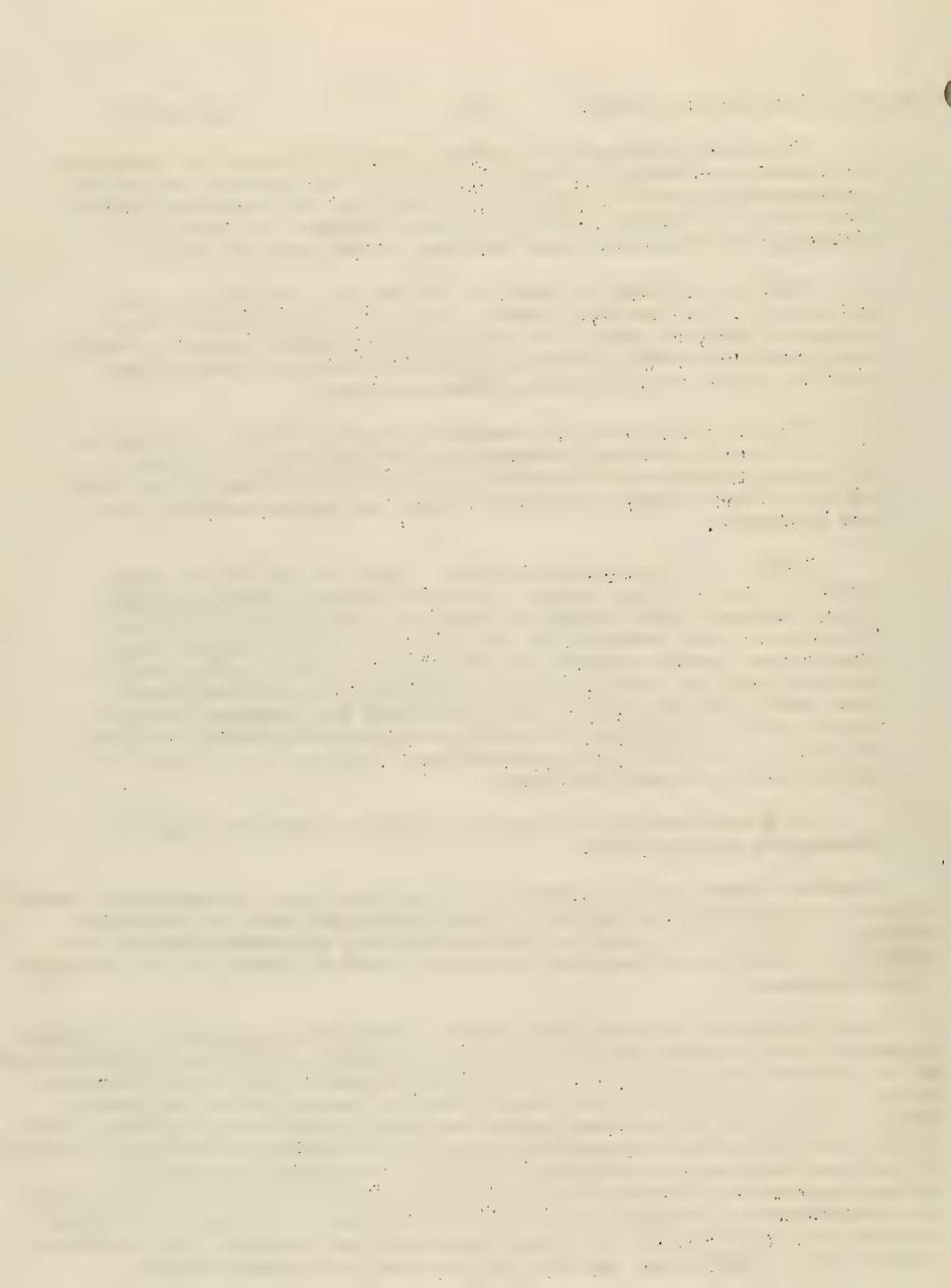
"Further north, the limit would step down to 80 feet from Pacific to just north of Broadway, between Gough and Van Ness. At Vallejo Street and farther to the north the limit would be 40 feet. The limits of 105, 80 and 65 feet on Van Ness Avenue, as proposed earlier, would not be changed.

"There is one other area in which a limit of 105 feet is recommended. This is in the vicinity of Laguna Street, extending approximately one-half block to the east and west, from Jackson Street on the south to just above Vallejo on the north. This irregular area has the most intensive collection of higher buildings in this part of the city, and their height would be recognized by a 105-foot limit that would allow very few, if any, additional tall buildings on this slope. Further buildings here would not appreciably affect views from elsewhere in Pacific Heights and the basic character of that area is already set by the tall buildings.

"If a case can be made later, then this or other City Planning Commissions can hear them."

President Newman advised members of the audience that the Commission intended to take the Director's recommendations under advisement until its meeting on Thursday, June 29, 1972. However, before adjourning the present meeting, the Commission would like to hear from anyone who wished to comment on the Director's recommendations.

Craig Beckstead, 2026 California Street, stated that his property is located in an area which would be subject to an 80-foot height limit if the recommendations of the Director were approved. He stated that he owns a 100-year-old Victorian house which has a height of less than 40 feet. He stated that he had taken a great deal of pride in his house; and he was upset by the proposal for an 80-foot height limit which would threaten his property with shadows and additional density. In fact, he felt that his life style and culture were being threatened by individuals who were concerned only with profit and with what they could get out of a neighborhood. He stated that a 13-story building is presently being constructed on Pine Street for the Housing Authority; and he stated that he did not wish to have any additional buildings of that type in his neighborhood.



Commissioner Ritchie observed that the area in the vicinity of Mr. Beckstead's property had previously not been under any height restrictions whatsoever; and he wondered how Mr. Beckstead had felt about that situation in the past. Mr. Beckstead replied that he had been even more fearful that another building like the Laguna Towers would be constructed in close proximity to his property.

Commissioner Ritchie remarked that such a situation had obviously not materialized in spite of the fact that no height limits had existed.

Ben Irvin, 1848 Pine Street, stated that he lives in the shadow of the new building being constructed for the Housing Authority. He stated that the building has been under construction for two years; and now that structural problems have developed, the building may not be completed for the foreseeable future. During the construction period, residents of the neighborhood had been subjected to many inconveniences, including debris from sandblasting. While he acknowledged that things may go wrong with any building, he remarked that the problems are compounded when the building is a high-rise structure. He stated that the building being constructed for the Housing Authority has damaged the character of his block; and he anticipated that the damage would continue for years and years. In conclusion, he speculated that most of the people who advocate high-rise construction do not live in the shadow of a high-rise building.

Richard McPhee, a resident of Eureka Valley, stated that he had formerly resided in the vicinity of Pine and Octavia Streets. While he had lived in that neighborhood, he had witnessed the construction of a high-rise building and the effect which it had had on other buildings in the area, blocking views and ruining property values. He felt that none of the members of the Commission would have wanted to live in the area after the high-rise building had been constructed. He regarded the members of the Commission as representatives of the people; and he hoped that they would respect the request of the people to lower height limits in the subject neighborhood and to return San Francisco to a livable scale.

Mrs. E. Woodcock stated that she owns a building at 2218-20 California Street in the vicinity of the Pacific Medical Center. She stated that her property would be subject to a 40-foot height limit while other properties in the vicinity would be allowed to have buildings rising to a height of 105 feet. The Director felt that Mrs. Woodcock must have misunderstood his recommendation since all properties along California Street in the vicinity of the Pacific Medical Center had been recommended for a 40-foot height limit. President Newman suggested that Mrs. Woodcock discuss this matter with the staff of the Department of City Planning.

Philip Adams objected to the Director's recommendation for a 160-foot height limit for the property owned by the Pacific Medical Center and inquired about the height of the existing hospital on the site. The Director replied that the existing hospital has a height of approximately 126 feet.

Mr. Adams then urged that no other buildings in the medical center complex be allowed to exceed a height of 126 feet. He also objected to the Director's recommendation for an 80-foot height limit on the south side of Sacramento Street opposite the Pacific Medical Center. Finally, he objected to the manner in which the boundaries of the various height limit districts had been drawn and stated that he believed that the boundaries had been drawn in that manner in order to give special treatment to specific property owners.

Mr. Hill stated that the Pacific Heights Association would need time to consider the Director's recommendations before offering comments on them. He stated that discussions had been held in the past with the staff of the Department of City Planning regarding the inter-relationship between down-zoning and density; and he indicated that he would like to meet with the staff in the future to discuss the possibilities of initiating a down-zoning of properties in the Pacific Heights neighborhood. He also hoped that he would have an opportunity to discuss the Director's recommendations with the staff of the Department of City Planning prior to the Commission's meeting on June 29 if changes were desired by the members of his organization.

President Newman stated it was intended that the Director's recommendations were to be considered tentative; and he indicated that the staff of the Department of City Planning would be available to discuss the matter with the public as long as issues remain to be resolved.

Mr. Hall stated that he, also, would favor consideration of zoning changes in the subject neighborhood by the Commission; and he hoped that the consideration would take place in meetings open to the public rather than behind closed doors.

President Newman assured Mr. Hall that all actions taken by the Commission on zoning matters occur in open public meetings.

At 10:00 p.m. President Newman announced that the matter under consideration would be taken under advisement by the Commission to its regular meeting of Thursday, June 29, 1972, at 3:00 p.m. in Room 232, City Hall. He then adjourned the meeting until that time.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, June 29, 1972.

The City Planning Commission met pursuant to notice on Thursday, June 29, 1972, in the meeting room at 100 Larkin Street at 2:15 p.m.

PRESENT: Walter S. Newman, President; Mrs. Charles B. Porter, Vice-President; James J. Finn, Mortimer Fleishhacker, Thomas J. Mellon, John Ritchie and Hector E. Rueda, members of the City Planning Commission.

ABSENT: None.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Richard Hedman, Planner V - Urban Design; Peter Svirsky, Planner IV (Zoning); Samuel Jung, Planner IV; William Duchek, Planner II; Suzanne Wellborn, City Planning Intern; Robert Gardner, City Planning Intern; Anita Mermel, City Planning Intern; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner; Michael Thomas represented the San Francisco Chronicle.

2:15 P.M. - 100 LARKIN STREET

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, announced that oral examinations are currently being held by Civil Service for Planner II positions in the Department of City Planning.

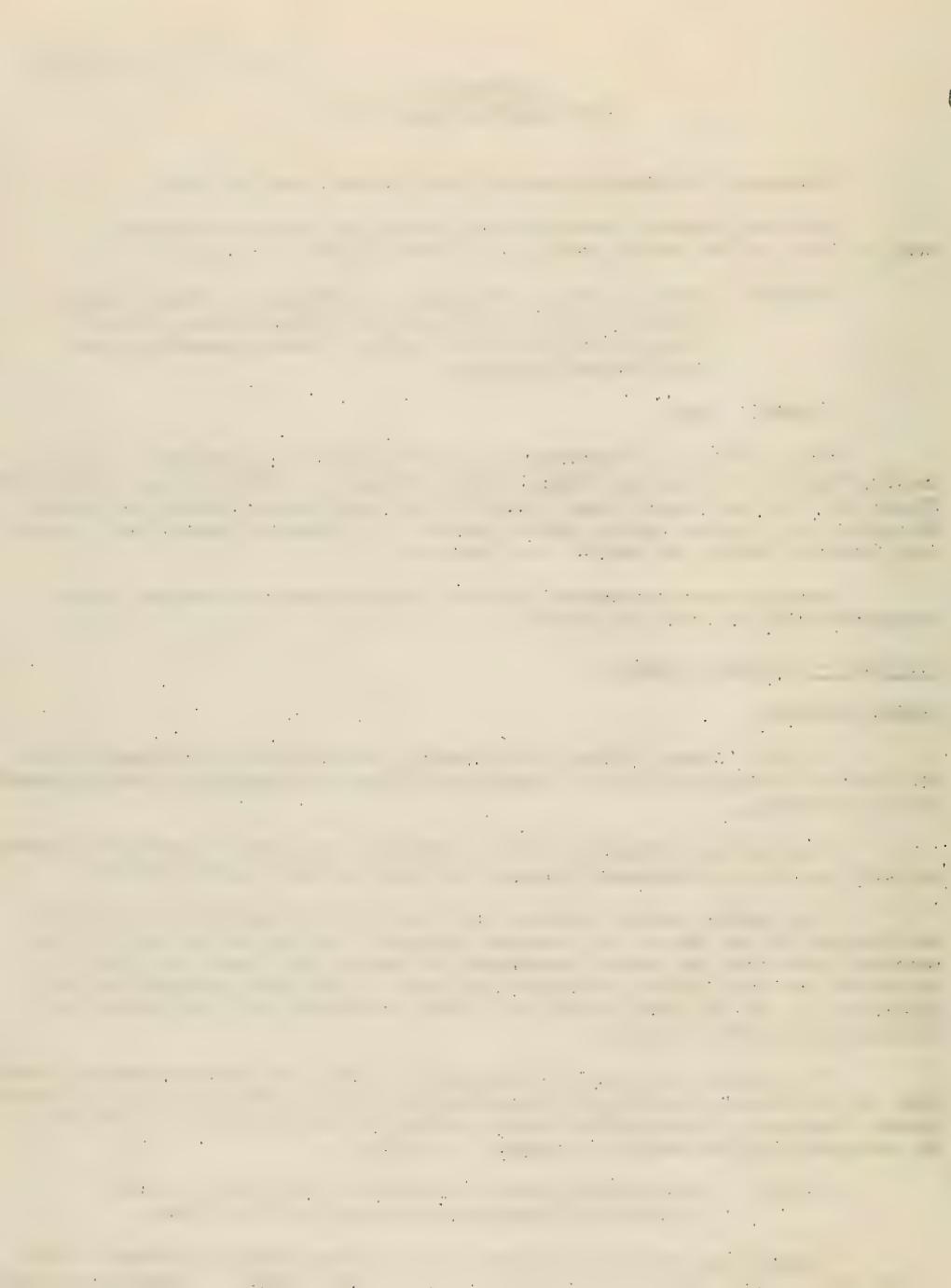
The Director introduced Suzanne Wellborn, Anita Mermel and Robert Gardner, who will be with the Department through the summer as City Planning Interns.

The Director called attention to a letter which had been received from the Director of the Port of San Francisco advising that the Port has applied for matching funds from the Federal government for several open space projects and requesting the City Planning Commission to adopt a resolution in support of the applications. The Director stated that a draft resolution will be prepared for consideration by the Commission.

The Director also advised the Commission that a draft environmental statement for the Golden Gate National Recreation Area had been received from the United States Department of the Interior with a request for an evaluation and comments. He indicated that the staff will prepare a response.

R72.34 - BEACH STREET, SOUTH SIDE WEST OF POLK STREET, CHANGE IN OFFICIAL SIDEWALK WIDTH FROM 15 FEET TO 5 FEET.

Samuel Jung, Planner IV, stated that while the official sidewalk widths are 15 feet on both sides of Beach Street west of Polk Street, a sidewalk is actually



installed only in front of the Maritime Museum on the north side of the street. On the south side of the street next to the Eastman Kodak Company is a railroad track, no longer used, which the company intends to remove. It proposes to install a 5-foot sidewalk and retain right angle parking. The north side of the street also has right angle parking. The total right-of-way width of Beach Street is 6 feet 9 inches. Pedestrian traffic on this section of Beach Street, a dead end street 261 feet long, goes either to Aquatic Park along a diagonal walk leading into the park or to the bocce ball courts at the end of the street. The proposed 5-foot wide sidewalk on the south side should serve to protect the Eastman building from cars while not significantly narrowing the existing roadway.

Allan B. Jacobs, Director of Planning, recommended that the proposed change in official sidewalk width be approved as in conformity with the Master Plan. He further recommended that a peninsula be constructed at the easterly end of the sidewalk at the intersection.

Commissioner Porter asked if Eastman Kodak plans to continue the use of the Beach Street building in the future. The Director replied that he was not aware of any plans to the contrary.

No one was present in the audience to speak in favor of or in opposition to the proposal.

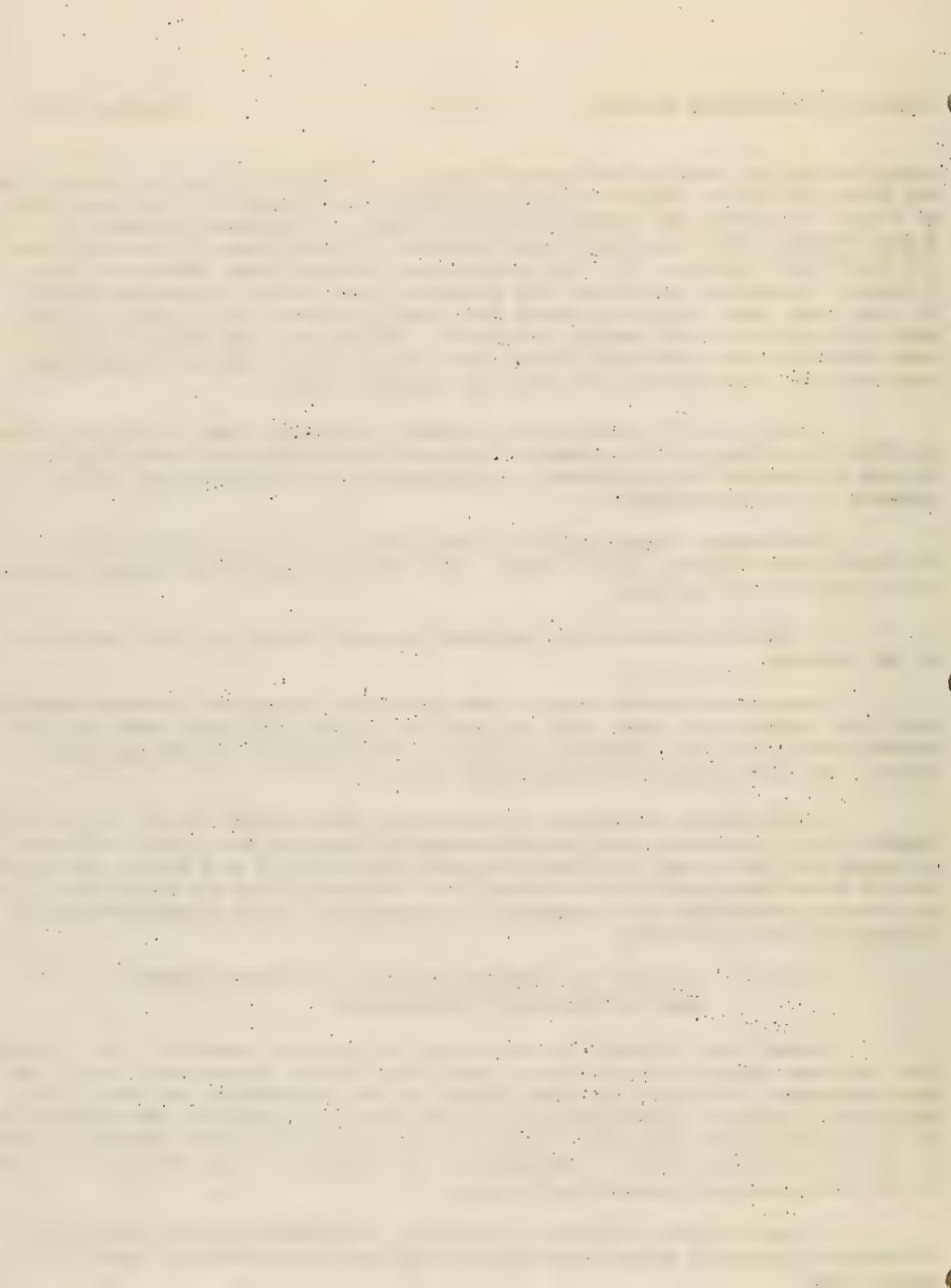
Commissioner Porter asked if the spur track through the Northern Waterfront area is no longer to be used. Mr. Jung replied that the spur track which is to be removed serves only the Eastman Kodak Company. He indicated that the main spur track on the north side of the street will remain.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Fleishhacker, and carried unanimously that the Director be authorized to report that the change in official sidewalk width from 15 to 5 feet on the south side of Beach Street west of Polk Street is in conformity with the Master Plan. It was further recommended that a peninsula be constructed at the easterly end of the sidewalk at the intersection.

R72.36 - VACATION OF A PORTION OF NORTH POINT STREET BETWEEN
GRANT AVENUE AND THE EMBARCADERO.

Samuel Jung, Planner IV, stated that the proposed vacation is for a strip 3.88 feet wide along the north side of North Point Street between Grant Avenue and The Embarcadero. He stated that the action had been requested by the Port of San Francisco to correct a discrepancy in recorded street dimensions on maps prepared by the City more than 50 years ago. After the correction, North Point Street will have a width of 68.75 feet, which is the width of the remainder of the street and of most of the other east-west streets in the area.

Allan B. Jacobs, Director of Planning, recommended that the vacation of the subject portion of North Point Street be approved as in conformity with the Master Plan.



No one was present in the audience to speak in favor of or in opposition to the proposal.

After discussion it was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that the Director be authorized to report that the vacation of a portion of North Point Street between Grant Avenue and the Embarcadero, as shown on SUR-2172, is in conformity with the Master Plan.

At 2:35 p.m. President Newman announced that the meeting was recessed. The Commission then proceeded to Room 282, City Hall, and reconvened at 3:00 p.m. for hearing of the remainder of the agenda. Commissioner Ritchie joined the Commission at this point.

FURTHER CONSIDERATION OF PROPOSED CITY WIDE HEIGHT AND BULK CONTROLS.

- A. ACTION ON PROPOSED ORDINANCE TEXT
- B. ACTION ON PROPOSED MAPS

President Newman made the following introductory statement:

"After an extended period of study and public review, the city-wide height and bulk proposals are now before the Commission for action. The Urban Design Plan was presented in final report form in May of last year and adopted by the Commission in August. Work was then begun immediately on the implementation of a significant part of that Plan, the guidelines for height and bulk of buildings.

"In February, detailed proposals were made by the Department staff, consisting of an ordinance text and maps to establish height and bulk districts throughout the city. Six well-publicized hearings have now been held on these proposals, including an initial round of four hearings covering quadrants of the city, followed by a further hearing on June 13 on revised proposals and a special hearing on June 22 on Pacific Heights.

"After these very extensive hearings, the matter is now before the Commission. Today's meeting is not a public hearing. We will first have a further report by the Director of Planning, Mr. Jacobs, on the additional comments that have been received and the final recommendations of the staff. That report will be followed by consideration of the matter by the Commission. There are two items to be considered for action: first, the ordinance text establishing the height and bulk districts; and second, the maps applying those districts to the city.

"If the height and bulk controls are approved by this Commission, they will be forwarded to the Board of Supervisors with the Commission's recommendation that they also be approved by the Board.

"The Board of Supervisors will then refer the matter to committee for one or more hearings. After those hearings, the full Board can adopt the text and map ordinances by a majority vote. Any changes in the proposed maps will require a vote of two-thirds of all members of the Board, that is, the votes of 8 of the 11 Supervisors. Changes in the maps cannot be made by the Board unless the proposed changes have been considered by the Commission in the hearings just concluded.

"The height and bulk controls are now in effect on an interim basis, and that status will continue while they are before the Board. If the Board approves the controls, they will become permanent.

"Thereafter, the City Planning Commission and Board of Supervisors can entertain applications for changes in the adopted height and bulk districts in the same manner as other applications for changes in zoning districts. Those changes will require approval by both the Commission and the Board, or, if they are disapproved by the Commission, a vote of two-thirds of the members of the Board."

Allan B. Jacobs, Director of Planning, presented and summarized a report entitled "Proposed Height and Bulk Controls--Additional Staff Report to the City Planning Commission on Comments Received with Recommendations for Changes." The report, dated June 29, 1972, is available in the files of the Department of City Planning.

Subsequently, the Director submitted, read, and recommended the adoption of the draft resolution which contained the following resolve: "THEREFORE BE IT RESOLVED, That the City Planning Commission finds that the public necessity, convenience and general welfare require that the City Planning Code be amended as set forth in the revised ordinance text, ZT72.2, and the same is hereby APPROVED."

Commissioner Fleishhacker observed that the ordinance text remained essentially the same as that which had been presented to the Commission on February 17, 1972, with only minor revisions; and he felt that all members of the Commission, being familiar with the language of the text, were not in need of further explanation from the staff. He moved that the draft resolution be adopted. The motion was seconded by Commissioner Porter. When the question was called, the Commission voted unanimously to adopt the draft resolution as City Planning Commission Resolution No. 6861.

The Director then submitted, read, and recommended the adoption of a draft resolution resolving that the City Planning Commission finds that the public necessity, convenience, and general welfare require that the City Planning Code be amended by adoption of the 13 Sectional Maps numbered 1H through and including 13H, entitled, "Height and Bulk Districts", dated February 17, 1972, with the revisions recommended by the Director of Planning in two reports entitled, "Staff Report to the City Planning Commission on Comments Received with Recommendations for Changes",

dated May 25, 1972, and "Additional Staff Report to the City Planning Commission on Comments Received with Recommendations for Changes", dated June 29, 1972, as amendments to the Zoning Map of the City and County of San Francisco, ZM72.2, superseding Sectional Maps No. 1SH, 2SH, 4SH, 5SH and 13SH of said Map, and the same are hereby APPROVED."

Commissioner Fleishhacker moved that the draft resolution be adopted and observed that any further changes in the maps which members of the Commission might wish to make could be achieved through amendment of his motion. The motion was seconded by Commissioner Porter.

President Newman read from a letter which had been received from Gerald N. Hill, attorney for the Pacific Heights Association, as follows:

"In regard to the Planning Department's recommendations as to height and bulk in Pacific Heights, while the Association has certain reservations as to two or three limited areas, upon examining the areas in question and discussing the rationale for the Department's recommendations with members of the Planning staff, the Association believes the recommendations represent a positive response to community interest and good planning concepts and should be adopted."

Commissioner Ritchie stated that he had been concerned about the 40-foot height limit which had been recommended by the staff of the Department of City Planning for a portion of the block bounded by South Van Ness Avenue, Howard Street, 13th and Mission Streets, the location of the James H. Barry Company and other firms. He remarked that the area is surrounded on two sides by higher buildings; and it was his contention that this portion of the block should be subject to an 80-foot height limit rather than the 40-foot height limit which had been recommended by the staff. He moved that in block 3514, bounded by South Van Ness Avenue, Howard Street, 13th Street and Mission Street, the portion of the block proposed to be classified 40-X be classified as 80-J. The motion was seconded by Commissioner Porter.

Commissioner Fleishhacker, referring to a map, observed that the staff of the Department of City Planning had recommended a height limit of 40 feet for properties located to the south and east of the area which was the subject of Commissioner Ritchie's motion and a height limit of 105 feet for properties located to the north.

President Newman stated that he believed additional height on the block would, to a certain extent, limit views from the freeway; and, therefore, he intended to support the Director's recommendation for a 40-foot height limit and to vote against the motion for a change to 80 feet.

When the question was called, the Commission voted 6-1 to amend Sectional Map No. 7H to change the designation of the portion of block 3514 presently classified as 40-X to 80-J. Commissioners Finn, Fleishhacker, Mellon, Porter, Ritchie and Rueda voted "Aye"; Commissioner Newman voted "No."

Subsequently, Commissioner Porter moved that Block 261 bounded by California, Sansome, Pine and Battery Streets, as well as the portions of Blocks 262 and 267 that were proposed to be classified 500-I, all be classified as 600-I. The motion was seconded by Commissioner Ritchie.

President Newman observed that most of Block 261 is owned by the Robert Dollar Company; and he indicated that the change which was proposed in Commissioner Porter's motion had been requested by that firm.

Commissioner Fleishhacker remarked that if the motion were adopted all that would remain of the 500-foot district which had originally been proposed by the staff of the Department of City Planning in this vicinity would lie along the north side of California Street between Sansome and Drumm Streets. He stated that he saw no logic in the proposed change; however, he observed that zoning district boundaries can be drawn in one place as easily as another. It seemed to him, nevertheless, that a 500-foot building, which would be taller than any presently existing in the area, would be sufficient.

Commissioner Porter noted that height limits of 600 feet and 700 feet had been recommended by the staff for properties located to the east and south of the properties which had been included in her motion.

Commissioner Fleishhacker remarked that the staff had recommended that height limits less than 500 feet be established for properties located to the north and west.

When the question was called, the Commission voted 5-2 to amend Sectional Map No. 1H to change the classification of Block 261, as well as portions of Blocks 262 and 267, from 500-I to 600-I. Commissioners Finn, Mellon, Porter, Ritchie and Rueda voted "Aye"; Commissioner Fleishhacker voted "No."

When it was apparent that no further motions were to be made for amendment of the maps, Commissioner Fleishhacker remarked that a great deal of discussion had taken place regarding property in the vicinity of the Glen Park BART station where property owners had requested that the height limit proposed be raised from 40 feet to 120 feet based on the argument that the needs and requirements of the residents of the area will be different after BART is in operation. While the argument might in fact be true, it did not seem to him that the height limit could be raised at the present time without creating the possibility of doing considerable harm to the neighborhood. And, in any case, he pointed out that the issue could be reconsidered after BART has begun its operations. Under the circumstances, he suggested that the Commission, on adopting the maps with the two changes which had been made during the course of the meeting, announce its intention of re-examining the Glen Park area at the earliest possible date after the advent of BART service to determine whether a height limit in excess of 40 feet would be appropriate; and, if property owners in the area should still be demanding a 120-foot height limit at that time, he suggested that it would be helpful if information could be submitted relative to the specific type of development contemplated. He remarked that a shopping center or a supermarket could be constructed under a 40-foot height limit; and, therefore, he felt that the property owners, in requesting a height limit of 120 feet, must have had some other type of development in mind.

Commissioner Ritchie regarded Commissioner Fleishhacker's suggestion as a helpful one; however, he felt that it would be peculiar to require property owners in the vicinity of the Glen Park station to submit development plans for their



properties when such plans had not been required from or requested of property owners in other areas. He stated that his personal feeling was that a 40-foot height limit in the vicinity of the Glen Park BART station would not be realistic and that it would saddle the area with mediocrity; and he pointed out that members of the Commission had received a letter from BART stating that such a restriction would be most unusual, particularly since no other station in the area of the BART system would be subject to a height limit as low as 40 feet. He felt that a 40-foot height limit for the area would be discriminatory; and he believed that the Commission should be realistic and that it should consider an 80-foot or possibly a 100-foot height limit for the area. If the Commission did not wish to take such an action, he hoped that the matter would be considered by the Board of Supervisors and that the members of the Board would be aware of the fact that he had objected to the 40-foot height limitation.

Commissioner Fleishhacker stated that he had not proposed that the Commission should request or require a development plan from property owners in the vicinity of the BART station; he had merely suggested that submission of such plans would be "helpful." Despite the point of view which had been expressed by Commissioner Ritchie, he continued to be of the opinion that consideration of a height limit greater than 40 feet in the vicinity of the station should be deferred until BART is in operation.

Commissioner Rueda stated that he was in agreement with the comments which had been made by Commissioner Fleishhacker; but he indicated that he was also concerned about the height limits which had been proposed for properties in the vicinity of the two BART stations on Mission Street. He stated that he had been approached by people who would like to build a Latin Cultural Center in the Mission District; however, it had been stated that the development would be feasible only if height greater than that which had been recommended by the staff of the Department of City Planning were to be permitted. Another group of individuals has been interested in expanding employment opportunities in the Mission District; and their plans, also, would depend on greater height than was presently being proposed. Under the circumstances, he felt that further consideration should be given to the height limits proposed in the vicinity of the two BART stations on Mission Street, as well as the vicinity of the Glen Park station, after BART is in operation.

Commissioner Porter felt that it should be made clear that the Urban Design Plan is not an inflexible plan which cannot be amended. As time passes, changes may be needed; and she was certain that the present City Planning Commission, or any future Commissions, would be glad to entertain requests for change.

President Newman asked if it were the consensus of the Commission that height limits in the vicinity of the BART stations on Mission Street and in Glen Park should be re-evaluated as soon as BART is in operation.

Commissioner Ritchie remarked that final decisions had been made regarding height limits for areas in the vicinity of other BART stations; and he felt that the Commission should make a final decision on the Glen Park station area at the present time instead of waiting until BART is in operation.

Commissioner Fleishhacker remarked that the vicinity of the Glen Park BART station is the only area of the City in which there is community opposition to height limits as low as those proposed. In other cases, the neighborhoods involved had indicated their support of the proposals.

Commissioner Ritchie stated that all other height limit districts would be established without future conditions; and he felt that the proposal to delay further consideration of the height limits in the vicinity of the Glen Park station area until a later date would be discriminatory. He emphasized that there had been tremendous community support for a higher limit in the vicinity of the Glen Park station.

Commissioner Fleishhacker stated that his proposal would not preclude the Commission from considering a greater height limit for the area at any time -- even tomorrow; however, the policy which he had proposed would require that the height limit must be re-evaluated after BART is in operation.

Commissioner Ritchie felt that it would be unrealistic to imagine that the matter would be reconsidered by the Commission in the near future. Therefore, he hoped that attention would be given to the issue by the Board of Supervisors.

President Newman remarked that Glen Park is one of the most sensitive commercial districts in San Francisco; and he believed that increased height in the area could have a detrimental effect on the future operation of the Glen Park BART station. He suggested, however, that the Commission should act on the main motion, as amended, before adopting a policy position regarding re-evaluation of the height limits in the Glen Park and Mission Street BART station areas.

When the question was called on the main motion, as amended, the Commission voted unanimously to adopt the draft resolution, as modified by the two map amendments already approved by the Commission, as City Planning Commission Resolution No. 6862.

Subsequently, it was moved by Commissioner Fleishhacker and seconded by Commissioner Porter, that the staff of the Department of City Planning be directed to bring before the Commission any proposals which it might have for further changes of height limits in the vicinity of BART station areas in Glen Park and on Mission Street after BART is in operation.

Commissioner Ritchie stated that he would vote against the motion not because he was not in favor of reconsideration but because he felt that the staff's proposals should be re-evaluated at the present time.

When the question was called, the Commission voted 6-1 to direct the staff of the Department of City Planning to bring before the Commission any proposals which it might have for further changes of height limits in the vicinity of BART station areas in Glen Park and on Mission Street after BART is in operation. Commissioners Finn, Fleishhacker, Mellon, Newman, Porter and Rueda voted "Aye"; Commissioner Ritchie voted "No."

President Newman remarked that adoption of the city-wide height and bulk controls represented the culmination of hundreds of hours of work on the part of the Commission, in which it had responded to the concerns and desires of the citizens of San Francisco. The action also culminated literally thousands of hours of research and analysis on the part of the staff of the Department of City Planning, which had resulted in the best planning which could be produced. The final recommendations of the Commission, in addition to representing the best efforts of the staff of the Department of City Planning, also reflected an input from the neighborhoods and a blending of various points of view. The matter would now go to the Board of Supervisors for consideration; and he urged all citizens of San Francisco to support passage of the legislation by the Board.

The meeting was adjourned at 3:55 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

